Weather

Probable thunderstorms followed by somewhat cooler weather today. The maximum temperature yesterday was 86.0 and the minimum 75.0, the figures for the corresponding day last year being 85.5 and 71.4.

The China Press

大陸報

The Mail Box

MAILS for America-Europe, Str. Empress of Russia, July 5, ord. 4:30 p.m., reg. 4 p.m.
FROM America and Europe, Str. Empress of Japan, July 12.
FROM Europe and way ports, Str. Dilwara, July 8.

NO. 2690 VOL IX. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 庚申年五月十九日 SHANGHAI, SUNDAY, JULY 4, 1920 大正四年第三種郵便物認可 20 CENTS.

PARLIAMENT TO CONSIDER PREMIERSHIP ON MONDAY

Situation, Hinging On Hsu's Appointment Of Chow Shu-mou

ANFUS CONTROL

Will Probably Mark Time While Ministry Books Are "Doctored."

LITTLE HSU'S FATE

It May Hang On Pact Made Between Opposing Parties

(Reuter's Pacific Service)

Peking, July 3.—The nomination of Chow Shu-mou as Premier will be voted on by the Parliament on Monday.

It is understood that the Anfu majority are in favor of his election.

BY NATHANIEL PEFFER
(Staff Wire To THE CHINA PRESS*)*

Peking, July 3.—The new political situation here hinges today on Parliament's action in connection with the nomination of Chow Shoumou, to be Premier vice Chin Yunpeng, resigned.

The parliamentary body is controlled by ex-Anfuites and probably will not ratify Chow Shu-mou's appointment without receiving certain concessions—probably affecting the fate of Little Hsu.

The members, also, will undoubtedly play for time, in order to give the Anfuites an opportunity to "doctor" the accounts of the Ministeries of Finance and Communications, in order to cover big shortages resulting from the diversion of government funds into Anfu coffers.

Although appearances point to a complete Anfu defeat, Chang Tso-lin will remain in Peking for the present, to see that the terms of the victory are carried out. He is expected to stay here at least until Parliament has acted.

BRITISH-IRISH DEADLOCK, SAYS LLOYD GEORGE

No Common Ground Now For Arbitration, But Premier Still Has Hopes

(Reuter's Service)

London, June 29.—In the course of the Home Rule debate in the House of Commons today, Mr. Lloyd George emphasised that in the present condition of their minds there was no proposal acceptable to Great Britain, which would be acceptable to the Irish people. Nevertheless, Mr. Lloyd George added, he did not despair of an improvement in Irish opinion but the improvement would only come when it became clear to the Irish that the people of Great Britain would never consent to extreme demands and when Ireland realised that no party in Great Britain was ready to give Ireland more than the present Government was prepared to give. He thought that the practical good-sense of the Irish would eventually reassert itself and that they would accept the present Bill.

London, June 29.—Sinn Feiners kidnapped the stationmaster at Mallow, an important junction in Co. Cork, yesterday. The stationmaster had dismissed officials who had refused to drive military trains.

Tanaka Accepts Responsibility For Nikolaievsk Act

(Reuter's Service)

Tokio, July 3.—Mr. Hara, the Premier; Viscount Uchida, Minister for Foreign Affairs; and Lieut.-General Tanaka, Minister for War, spoke in the Diet this morning.

In the House of Peers, Baron Yoshiro Sakatani, ex-Minister of Finance, asked who was responsible for the Nikolaievsk incident.

Lieut.-General Tanaka replied, "I am."

Weather Outlook Fails To Dampen Enthusiasm Over Independence Day

Americans Go Ahead With Plans For Celebration Here Tomorrow

Despite the discouraging weather outlook yesterday the American Colony was not downhearted and went right ahead with its plans for a celebration of this, Independence Day, which is scheduled for tomorrow. If the Weather Man relents Shanghai is destined to see a rousing observance of the anniversary. If he doesn't—maskee. The spirit is here just the same and the committees who have worked so energetically in preparation for the events will rest assured that their efforts are appreciated.

RAIN OR SHINE

Rain or shine the basket picnic is to be held as arrangements have been made to use the Town Hall if the Baseball Field is too wet.

Tonight will see the first event in the celebration when the gigantic flag pole at the American Consulate General will bear an electric display that is the result of careful planning and much work on the part of Consul General Edwin S. Cunningham. The electric display is to be made both tonight and tomorrow night.

FROM OREGON FORESTS

The display will be of particular interest as the pole is the tallest standard bearer in the Far East. It was brought here from the Oregon pine forests, at much trouble by former Consul General Sammons.

Four American warships are to be in the harbor for Monday's celebration and a picked team from the vessels will meet the Shanghai Regulars on the baseball field at 3:30 o'clock in the afternoon if the grounds are not too wet. The ships are to be bedecked with flags and bunting and will be illuminated at night. They are the destroyers Elliott and Upshur and the gunboats General Alava and Samar. The General Alava is Admiral Gleaves flagship in the Yangtsze fleet of the Asiatic Squadron.

It is expected that the warships will fire a sunrise salute in honor of the occasion.

Next on the program will be the "at home" of Consul General Cunningham from 11:30 a.m. to 12:30 p.m. at the Consulate General for all Americans and their friends.

AT AMERICAN CLUB

From 12:30 o'clock until 3 o'clock the members of the American Club will hold "open house" for the men of Shanghai and a jolly time is promised.

The Columbia Country Club will be "at home" to the American community from 5 to 7 p.m. Kerry's orchestra will be in attendance for dance music. Tea will be served in the pavillion and on the lawn.

Following the baseball game several thousand Americans are expected to assemble at the Recreation Grounds for an old fashioned basket picnic, the supper to be spread at 6:30 o'clock on the lawn.

In the evening there will be many informal parties, dances at the cafes and hotels and various other forms of entertainment.

In honor of the Glorious Fourth, the Shanghai Federated Street Unions sent out a circular last night asking their constitu-

(Continued on Page 2)

TOMORROW'S PROGRAM

11:30-12:30—Mr. Edwin S. Cunningham, American Consul General, at home at the Consulate General to Americans and their friends.

12:30 - 3:30 — American Club "Open House" to men.

3:30—Baseball game at Recreation Grounds.

5:00 - 7:00 — Tea and "Open House" at Columbia Country Club.

6:30—Basket picnic luncheon on lawn at Baseball Park. Added features—Illumination of giant flag pole at American Consulate General, decoration and illumination of American warships in harbor, dancing and individual parties.

BRITAIN PLANS REORGANISATION OF RAILROADS

Suggestion To Partition Lines Into Groups, To Be Run By Boards

(Reuter's Service)

London, June 29.—A White Paper has been issued, containing the proposals of the Ministry of Transport with reference to the future organisation of railways in Great Britain. It is suggested that the railways should be formed into five or six groups for England and Wales and one for Scotland, the groups being determined on the basis of economy and the elimination of competition. Each group would be under a Board of Management, limited to twenty-one members, consisting of shareholders and employes, the latter comprising both officials and manual workers.

TO FUND PROFITS

Dealing with the question of finance, it is proposed that the Government's share of surplus profits should be funded for development purposes, while, with reference to rates, the Government does not propose to give the companies any financial guarantee but to set up flexible rates machinery, which will enable appropriate charges to be levied. Permanent machinery is also proposed to deal with wages and working conditions on the lines of the present Wages Board.

The Ministry advocates a policy of stimulating the development of the country by the construction of light railways by private enterprises or local authorities, assisted by the State.

Will Perpetuate Fryatt's Memory

(Reuter's Service)

London, June 29.—In the House of Commons today, replying to Sir J. G. Butcher, Mr. Bonar Law said that the Government had decided that if Captain Fryatt's ship, the Brussels, were sold, the proceeds would be used to establish a memorial or to endow a Seamen's Institute, with which the name of Captain Fryatt would be permanently associated.

WOULD CONNECT BRITISH EMPIRE BY RADIO LINKS

Committee Suggests Scheme To Cost £1,243,000, For World-Round System

(Reuter's Service)

London, June 28.—The report of the Imperial Wireless Telegraphy Committee, published tonight, recommends a scheme for connecting the various parts of the Empire by wireless links, not exceeding two thousand miles in length. The Committee believes that, by this procedure, official, commercial and press traffic would be carried reliably, expeditiously and economically and essential strategic needs would be met.

WOULD LOSE MONEY

The Committee estimates that the initial capital cost of the scheme would be £1,243,000 and the annual charges, including interest and amortisation £425,000. It anticipates that traffic would produce a revenue of £325,000, leaving an annual loss of £100,000. The Committee recommends that the execution of the scheme be entrusted to the engineering department of the Post Office but that long-distance wireless traffic with foreign countries might be left to commercial companies.

GREAT BENEFITS

The report declares that the small temporary loss would be negligible in comparison with the benefits conferred on the Empire. It recommends a service of communication between the Leafield station and Cairo by Joulsen arcs, which will shortly be operated by the Post Office, should be the first link in the chain of communication with the British communities in Africa and that this communication should be continued by the valve station near Nairobi and by the alteration of the ex-German station at Windhuk to a valve station to complete connection with South Africa; further that, for communication with India, the Far East and Australia, valve stations should be erected in England, near Cairo, at Poona or some other India station, at Singapore, Hongkong and Port Darwin or Perth.

JAPAN DECIDES TO WITHDRAW TROOPS FROM TRANSBAIKALIA

Need No Longer Exists, Says Official Gazette; Different On Coast

"MENACE IN KOREA"

Would Remove All Armies If Stable Government Is Established

(Reuter's Pacific Service)

Tokio, July 3.—The Official Gazette today states:

"The Japanese Government have decided to withdraw the troops from the Baikal region, the necessity for maintaining order, with a view to protecting the Czecho-Slovaks, no longer existing.

"The situation in the Maritime Provinces is different. Here a Japanese Consul and about 700 Japanese were recently slaughtered by the Reds; an element which is also menacing all points in the Maritime Provinces, from Vladivostok, Habarovsk and Nikolaievsk to Kolaisk (?) where there are a number of Japanese residents.

BORDER MENACE

"The Japanese Government," the statement proceeds, "desires to withdraw all the troops; but at present no Government is established with which the Japanese Government can negotiate, or on which they can depend; while the situation along the northern border of Korea constitutes a serious menace.

"For these reasons Japanese garrisons must be maintained at strategic points pending the establishment of a Russian Government in Siberia."

MONEY REFORMS

Vladivostok, July 2.—The Consuls and the Government Finance Committee have reached the following agreement on the subject of the monetary reform: Foreigners shall register their deposits of old money in the banks up to July 10. The deposits shall remain in the banks until the question of the ratio of exchange has been settled, after which the registered sums shall be exchanged for new money or the old returned as the owners' desire.

HAVE THE OPTION

The depositors may withdraw before the ratio of exchange has been settled but, if the old money is withdrawn, the depositors will forfeit all exchange rights. If the deposits are withdrawn and exchanged for new money at the rate of 200 to 1, the depositors will receive a certificate, stating the amount of the original deposit.

The Government has issued orders to prevent the new money from going abroad.

Negotiations have been started with the Verkhne-Udinsk, Blagoveschensk and Chita governments for an armistice on all fronts.

CAN SEND SUPPLIES

(Russia News Agency)

Vladivostok, June 30.—The Japanese Military Command has informed the Vladivostok Provisional Government that it allows the Russians to despatch foodstuffs, drugs and other articles of prime necessity to relieve the needs of the population at Nikolaievsk, but that it refuses to give permission to send a special committee to organise municipal administration in that city.

The Russian Relief Committee will act in accordance with the instructions given by the Japanese. No other work can be done except that of rendering assistance to the population. This being done, the Russian steamers will be asked to leave the port of Nikolaievsk.

REVIEWS ACTIONS

Mr. Monsvetoff, President of the Parliament, interviewed stated that the work of the Temporary Parliament is proceeding successfully, in a business-like way. Among the principle problems to be settled by the Parliament are:

(1) The unification of all the Far Eastern districts, (2) the convocation of an assembly of representatives of the Far Eastern governments, with that of China in their number, (3) the establishment of normal relations with foreign countries, especially with Japan, (4) the betterment of economic and financial conditions in the Far East and (5) the reduction of state expenditures.

CAPITAL ENCOURAGED

It is understood that negotiations with the representatives of foreign capital will shortly be resumed for the purpose of introducing foreign capital into Russian enterprises, of rendering concessions to foreigners and of establishing various enterprises in the Far East.

SAYS EX-KAISER IS NOT WORTH ANY MORE BLOOD

(Reuter's Service)

London, June 28.—In the House of Commons today, replying to Viscount Curzon, Mr. Lloyd George stated that an Allied Committee was considering steps to ensure that the trial of war criminals at Leipzig was not unduly delayed.

Replying to Mr. Bottomley, the Premier said that the failure to bring the ex-Kaiser to justice would certainly be a dereliction of duty on the part of the Government, if the ex-Kaiser were available, but he did not think that he was worth any more bloodshed. He pointed out that Holland had declined to surrender him and he did not think it desirable to use force.

Replying to Colonel Claude Lowther, Mr. Lloyd George declared that no pledge had been given by that Government to compel the surrender of the ex-Kaiser, if he were in the hands of a neutral Power, who declined to give him up.

SETS FIRE TO SHOP TO COVER THEFT, CHARGE

Big Pharmacy In Nanking Road Is Threatened By Incendiary

Charged with setting fire to the large French pharmacy of Grenard, Betines & Company, 79 Nanking Road, in an effort to destroy evidence of a defalcation, a Chinese accountant was brought before Italian Assessor Ros in the Mixed Court yesterday. His case was remanded for a week.

The man was arrested while acting suspiciously early Friday morning when a fire was discovered in the shop. He was found to be in possession of one of the firm's account books.

BLAMED ANOTHER

Upon being taken to the Central Police station the prisoner stated that the book had been handed to him by another man whose identity he did not know. The police made further inquiries and the prisoner was finally identified by a member of the firm as one of its employes.

Investigation by the detective department showed that the fire, which did little damage, was principally in the vicinity of the accounts desk. This discovery led the officers to question the accused more closely and he, it is charged, said that a friend of his set the fire in order to cover up his, the prisoner's, shortage of between $400 and $500.

The matter will probably be referred to the French Mixed Court for further inquiry.

Commerce Caucus Concludes In Paris

(Reuter's Service)

Paris, June 29.—Addressing the closing session of the Congress of International Chambers of Commerce here today, M. Millerand, the Premier, congratulated the Congress on establishing a permanent organisation which would act as a commercial liaison between the countries of the world.

HEAR QUEEN'S OPERA

(Reuter's Service)

Paris, July 2.—A work by Queen Marie of Rumania was played at the Paris Opera yesterday. The critics are unanimous in voting the performance a great success.

"Maskee!"

DON'T fail to look for Domino's new Colyum in THE CHINA PRESS everyday in the week, beginning next Tuesday.

Domino's articles in the Sunday issue have proved so popular we have induced him to undertake a daily contribution somewhat along the lines on which the Colyum Conductors at home operate. The name of the new Colyum is

"Maskee!"

COPPER BARONS RAISE PROFITS AS GOVERNMENT TAKES CONTROL

War Regulation Of One Industry Cost U. S. $350,000,000

ECONOMIST REPORTS

Net Receipts Rise From 19.7 To 54 Percent In Three Years

Washington, July 1.—Wartime profiteering in the Government regulated copper industry cost the people $350,000,000, W. Jett Lauck, consulting economist, declared in a survey submitted to the Railroad Labor Board.

"The fourteen leading companies," says the report, "which publish annual reports showed combined net earnings during 1916, 1917 and 1918 approximately three times as large as during the period 1912-13-14. This group produced about two-thirds the total copper smelted from domestic ores, and includes concerns ranging in size from the Aecononda, with $116,562,500 capital stock, to the Ahmeek, with $1,250,000 capital stock.

"The average annual net income for this group during the period of 1912-14 was $46,557,451. In 1915 it had increased to $74,511,169 Finally, for the years 1916-17-18, the average annual net profit had soared to $137,046,514. This means that profits had been steadily mounting from 19.7 percent on capital stock to 54 percent during the war period."

The output during war time increased about 50 percent, as against an increase of almost 200 percent in profits. This was reflected, he said, in the amount of profit a pound, which increased from 5 cents in 1912-13-14 to an average of 11 cents in 1916-17-18.

"The fact that the average corporation profit on copper was 11 cents a pound at a time when the product was selling at about 24 cents a pound," said Mr. Lauck, "shows the relative unimportance of labor as a factor in increased prices."

$15,000 OPIUM IS RETURNED TO MAN FINED AS DEALER

Opium valued at $15,000 was returned yesterday to a man from whom it was seized after he had sold $2 worth of the drug, by order of Italian Assessor Ros and Magistrate Tsang in the Mixed Court.

The man was fined $50 for the sale of opium, but his stock was returned, in spite of the fact that Mr. W. A. Roberts, transportation officer of the Customs, testified that it was new opium from Bengal, Siberia and Szechuen.

The court based its ruling on the fact that the accused's premises were raided without a search warrant.

The opium was seized by Detectives Kilkenney and MacDermott in a raid in Toong Gee Bai Ka, off Canton Road.

They first sent a coolie to the place and he purchased opium, paying $2 for it. The detectives then searched the premises and found drugs worth $15,000 arrayed in drawers, one of which contained a sum of money; and the place giving the general appearance of a shop doing a regular traffic.

Mr. R. C. Faithfull, Police Advocate, appeared for the prosecution. The defense was represented by Mr. Schuhl and Dr. Fischer.

Two British Trades Want £20,000,000 Wage Advance

(Reuter's Service)

London, June 29.—The Industrial Court today opened the hearing of the general wages application on behalf of over forty engineering and shipbuilding unions. The increase of sixpence an hour, which is demanded, will involve an additional £20,000,000 a year.

Dr. Yen Received By President Hsu

("Russia" News Agency)

Peking, July 3.—The President received Dr. W. W. Yen in audience this afternoon. It will be remembered that, some time ago, rumors were current in Peking that Dr. Yen would be offered the portfolio of Foreign Affairs in the new Cabinet.

Former Empress Of Germany Recovering From Serious Illness

Ex-Empress of Germany.

The former Empress of Germany has been seriously ill at her retreat in Holland and quite recently her death was expected at any moment, according to a despatch from Berlin.

The former Empress, Auguste Victoria, was the eldest daughter of Frederick Duke of Schleswig-Holstein. She was born in 1858 and is in her sixty-second year.

She became the bride of Wilhelm in 1881, when she was twenty-three and he one year her junior. The couple have seven children, six sons and one daughter.

The ex-Empress has long been a sufferer from heart disease.

RICE CRISIS IS PASSED, BELIEF OF AUTHORITIES

Strikers Returning To Work As Prices Continue To Toboggan

That the rice crisis has passed was the opinion of the police yesterday, when reports were received that the price had receded to the $14 demanded by the Chamber of Commerce, and that many strikers had returned to work.

In the meantime investigation of hoarding and profiteering is proceeding without abatement.

Only one new strike was reported yesterday, there were no disturbance and many of the craftsmen who had quit their jobs when rice soared recently had either returned to work or had indicated their willingness to do so, in the event that there is no further advance in the price of food.

The authorities looked upon the situation as distinctly favorable.

FURTHER REDUCTIONS

In the meantime the committee appointed by the Chinese Chamber of Commerce is pursuing its investigation of the situation and plans are going forward for the purchase of outside supplies, to further reduce the price of rice.

Tailors engaged in making foreign clothes went on strike yesterday for better pay.

The 14 carloads of rice seized at Fungking were reexamined under the supervision of General Ma Hung-li, aide-de-camp of General Lu Yung-hsiang of Chekiang, yesterday.

The experts found that two carloads were Kiangsi rice of the early crop, while the balance was products from districts bordering Kiangsu and Chekiang.

ALLIES IGNORE GERMAN CLAIMS

New French Ambassador To Berlin Presents His Credentials

(Reuter's Service)

Paris, July 2.—The Allied reply to Germany on the subject of the evacuation of the neutral zone was despatched yesterday evening to Berlin. The note merely ignores the German claims.

RECEIVED BY EBERT

Berlin, July 2.—M. Charles Laurent, the French Ambassador at Berlin, has been received by President Ebert, to whom he presented his credentials. The Ambassador stated that he would do his best to assist the economic reconstruction of Germany, while seeing that all treaties were loyally carried out.

COUNCIL BEGINS

Brussels, July 2.—The Inter-Allied Conference at Brussels opened its sittings this morning. The first question on the agenda was that of disarmament.

CONVENTION TO WITHDRAW RESERVATION OBJECTIONS

Bryan Forces Score In Platform Caucus On League Of Nations

"DRY" FIGHT ON

Failure Of The Platform Committee To Decide Arouses 'Commoner'

WILSON DEFEAT

Irish Plank Recommends Submitting Question To League For Verdict

(Reuter's Service)

San Francisco, July 2.—The platform committee ended its work today. The committee refused to insert either a "wet or "dry" plank in the platform, or to mention the enforcement of prohibition.

Mr. William Jennings Bryan announced today that he would carry the "dry" issue to the floor of the convention, where he would also offer amendments to other planks.

FAVOR SECRECY

San Francisco, July 1.—The platform sub-committee has submitted the draft platform to the full committee, which has passed a resolution in favor of secrecy until the platform is completed.

The draft platform does not mention prohibition, the sub committee having left the liquor issue to the decision of the full committee.

The Irish plank in the draft platform expresses sympathy with Irish aspirations towards self-government, and pledges such aid as is consistent with international comity, but expresses the view that the question should be submitted to the League of Nations.

The Labor plank recognises the right of collective bargaining and declares itself against child labor.

There has been a bitter fight over the League of Nations declaration, during which the Administration was forced to accept an amendment reading: "We are not opposed to reservations which make clearer our obligations to the Associated nations."

A BRIEF SESSION

San Francisco, July 1.—The evening session of the Democratic Convention was brief, owing to inability of the full platform committee to agree on the subject of prohibition. The committee decided to pledge sympathy with, not assistance to, Armenia.

CHAIRMAN'S SPEECH

San Francisco, June 30.—The following is a fuller report of Senator Robinson's speech after his election as chairman of the Convention:

The Senator vigorously assailed the Chicago platform. He declared that it was deliberately unfair to accuse the Democrats of unpreparedness for war as all knew that the Republicans had long controlled the Government, prior to President Wilson. Senator Robinson scathingly condemned the Republicans for denying assistance to distressed Armenia, while forcing a protectorate on Mexico. "If the United States is not supported (?) by the League of Nations," the chairman continued, "it will incur the distrust and contempt of the Allies. If the Allies go separate ways, future generations will be born to a heritage of waste and bloodshed."

WOMEN TRIUMPHANT

San Francisco, June 30.—The Democratic Convention has adopted a motion by a woman delegate, providing that women shall be represented on the National Committee by one woman, elected from each State.

FOR KOREAN PLANK

Determined efforts are being made at the Democratic National Convention at San Francisco to insert a Korean plank in the party's platform. Word was received here yesterday at the headquarters of the Korean Provisional Government that the matter is now before the resolutions committee, on which Vice-President Marshall and many other distinguished men are serving.

The cablegram said that Song Hun Ju, a member of the Korean

Commission in Washington and a graduate of Princeton University, delivered an address before the committee. He set forth the claims of Korea, told of her oppression by Japan and urged that the United States, historic friend of down-trodden peoples, come to the rescue.

Since the adoption of the Irish plank for the platform the Koreans here feel confident that their appeal will be heard by the Democrats.

Empress Of Russia Is Due At Woosung At 2 A.M. Tuesday

Vessel Will Sail On Same Day For Vancouver By Way Of Japan

The Empress of Russia from Hongkong is due at Woosung at 2 o'clock Tuesday morning, July 6, according to an announcement made yesterday by the Canadian Pacific Ocean Services, Ltd. The tender Alexandra will convey inward passengers and mails to Shanghai and is expected to reach the Municipal Jetty at 11:30 a.m. the same day.

The Empress leaves Hongkong at 5 o'clock this morning. She will be despatched for Vancouver, via Japan and Victoria on the day of her arrival. The Alexandra will leave the Municipal jetty for Woosung with passengers and mail at 7:30 a.m. Hand baggage only will be carried and must reach the jetty at 7:15 a.m. Heavy baggage must reach the Company's office in Szechuen Road not later than 4 p.m. on Monday.

Obituary

MR. P. A. DA SILVA

The death occurred on Saturday morning at 11 o'clock, of Mr. P. A. da Silva, an employe for 12 years of The Chartered Bank of I., A. and China, from typhoid.

The late Mr. Silva appeared to be in the best of health until about two weeks ago when he was overtaken by the fever. He was subsequently removed to the General Hospital, where on the second crisis he succumbed. He was but 32 years old, and leaves a widow with whom he had been married for less than a year, to mourn his demise.

The funeral services take place this afternoon at 4 o'clock, at the Catholic Church on Nanzing Road, and later at the Bubbling Well Cemetery.

MR. O. H. K. WEGENER

At the Shanghai General Hospital on July 3 Oscar Herman Karl Wegener at the age of 48 years. The funeral will take place tomorrow at the Bubbling Well Cemetery at 5 o'clock in the afternoon.

Band Concert

The following program will, weather permitting, be played by the Band in the Public Garden Monday, beginning at 5:30 p.m.:

1. March, "Clear the Way" Douglas
2. Overture, "Othello" G. Rossini
3. Waltz, "Morning's Leaves" Strauss
4. Selection, "Cosi fan tutte" Mozart
5. Song, "Heart Throbs" Arnold
6. Selection, "Cox and Box" Sulliyan

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English-Speaking World Urged To Subscribe Fund To Save Historic Edifice

Dean Of Westminster Abbey Declares That Building Is In Danger Of "Steady Structural Deterioration" —Also Suggests Removal Of Some Memorials

(Reuter's Service)

London, June 28.—The Dean of Westminster, in a letter to the press, makes an earnest appeal to the English-speaking world to subscribe £250,000 for the upkeep of Westminster Abbey, which, he says, is in danger of entering a phase of steady structural deterioration. The funds of the Dean and Chapter are no longer sufficient for its upkeep.

The King has contributed £1,000 and the Ecclesiastical Commissioners £10,000 to the fund, £100,000 is required for immediate structural repairs and the remainder will constitute a fund to keep the Abbey in complete repair in the future. The trustees of the Fund will be the Governor of the Bank of England, the Marquis of Salisbury and Sir Robert Hudson.

SPACE IS LIMITED

The Dean points out that the space available in the Abbey for the commemoration of the honored dead will become exceedingly limited, unless the removal of many of the less important memorials from the Abbey to the Cloister is authorised.

Some other means of commemorating the Empire's most illustrious dead must soon be obtained. A great scheme has been suggested, whereby space could be obtained and a splendid view of the Abbey from the south-east secured for ever. If the generous response to this appeal yields more than £250,000, the surplus will be devoted to the purchase of property, adjacent to the Abbey which will enable the carrying out in the future of any necessary scheme, sanctioned by the sentiment of the people.

CHEQUES TO DEAN

Contributions should be addressed to The Dean of Westminster, The Deanery, Westminster Abbey, and the envelopes marked "Westminster Abbey Fund." Cheques should be made out to the Dean of Westminster and crossed "Bank of England." A roll, containing the name of all contributors of £5 and upwards will be preserved among the historic documents of the Abbey.

On the invitation of the Dean, the Times has taken up the appeal.

Weather Outlook Fails To Dampen Enthusiasm Over Independence Day

(Continued from Page 1)

ents to hoist up the National Colors today and tomorrow.

The Navy "Y" will observe the Fourth of July tomorrow by maintaining open house for the sailors, and in the afternoon will have a considerable party of sailors at the American Picnic held at the Race Course.

It is expected that a goodly representation from the U. S. S. Elliott, Rizal, Samar and General Alava will be present.

ASTOR HOUSE HAS FETE

One of the largest crowds in Astor House history was present last night when an Independence Day fete was held at the great hotel. The Dining Room and Ball Room were decorated with American flags and the electrical effects were particularly striking. Small American flags were distributed as favors.

The Community Picnic for the celebration grows more attractive each day. The sports for the kiddies will be a very attractive feature. There will be races for boys and girls of all ages and prizes of big boxes of candies will be given, besides the red and blue ribbons. Every American child in Shanghai from 2 years up to 60 is to be there.

Ice cold lemonade—absolutely pure—will be served and hot roasted peanuts—a whole bag for every kiddie and for mother and daddy, too.

The games will follow immediately after the ball game and will be in charge of Mr. Giauque, who has several surprises up his sleeve for amusement. For the picnic dinner at 6:30 the committee wishes each family to bring a big generous lunch together with food and dishes for four extra persons.

Dishes and spoons for ice cream need not be brought as the committee will provide ice cream ones—"the real home side kind."

"Bring a big freezer of pure ice cream and be sure that a tag with your name is tied securely to the handles," say this committee. No nameless ice cream freezers can be traced by the committee.

COMMITTEE CALL

Mrs. Lunt requests the committee named below to assemble in front of the grand stand just as soon as the ball game is finished: Mrs. W. H. Lunt, Mrs. F. R. Sites, Mrs. Cunningham, Mrs. Jackson Hammond, Mrs. A. G. Loehr, Mrs. R. I. Clapp, Mrs. McDonnell, Mrs. J. B. Sawyer, Mrs. J. Brenneman, Mrs. W. W. Marris, Mrs. P. J. Clark, Mrs. B. C. Haile, Mrs. A. S. Tenney, Mrs. E. C. Stocker, Mrs. A. C. Davis, Mrs. Percy Bryant, Mrs. N. E. Lurton, Mrs. W. A. B. Nichols, Mrs. James Macbeth, Mrs. Remer, Mrs. F. Seeman, Mrs. F. J. White, Mrs. H. H. Morris, Mrs. Crane, Mrs. W. W. Peter, Mrs. Shrock, Mrs. J. C. McCracken, Mrs. H. Lane, Mrs. R. B. Nichols, Mrs. George Fryer, Mrs. M. Benjamin, Mrs. A. Rugh, Mrs. E. Madsen, Mrs. F. B. Hudson.

The committee on moving pictures promses a rare program. The picnickers can sit in the grand stand or, still better, bring their steamer rugs and sit on the grass under the twinkling stars.

MAY USE TOWN HALL

But supposing there are no twinkling stars, and instead it should rain, please take special notice. The Municipal Town Hall has been secured and if necessary the whole picnic program will be carried out as planned with a few necessary changes.

The picnic will begin in that event at 5 o'clock with races and games for the children and the picnic supper will be held in the big Hall.

The committee has further arranged that dancing will begin on completion of the program.

JUSSERAND GOES HOME

(Reuter's Service)

Washington, July 2.—It is announced that M. J. J. Jusserand, French Ambassador to the United States, will leave shortly for France.

The Employer Takes a Special Interest in the Young Man or Woman with the Savings Bank Habit

To have a Savings Bank Book is a recommendation of the highest kind. It is a certificate of character. The employer takes a special interest in those fellow-workers who save a regular, definite portion of their salaries. He knows he can rely upon young people who have ambition enough to save.

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Beaver Board has endless uses about the farm. It's just the thing to line your work shop and it's even better for the building of a beautiful new room in some waste space in the house.

In a new booklet, "Building More Comfort into the Farm Home," you'll find many suggestions. It's free, together with an actual piece of Beaver Board, if you ask us.

YOU can't expect Beaver Board results unless this trade-mark is on the back of the board you buy.

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On BASEBALL GROUND, at 5 p.m.

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BIG BASKET PICNIC

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Dancing following Program

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Trimmed and Untrimmed Millinery at Exceptionally Low Prices

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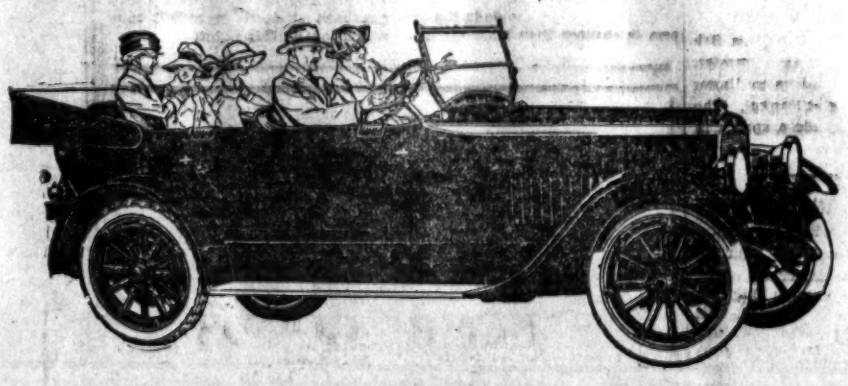

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Beautiful in Design - Thoroughly Modern
Mechanically Right

There are no more reliable cars to be had at any price. The performances of the "Special-Six" may be equalled by a few cars —they are excelled by none.

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Garage Telephones: West 1641, 1642, 1643

APPRECIATION IS VOICED BY NAVY "Y" SECRETARY

Mr. W. R. Durbin Thanks Community In Semi-Annual Report

The following statement and words of appreciation have been handed to THE CHINA PRESS by Mr. W. R. Durbin, general secretary of the Navy Y.M.C.A., for publication:

In presenting the following semi-annual report of activities of the Shanghai Navy Y.M.C.A., the Secretary desires to express, for the executive committee and on his own behalf, the most sincere gratitude to the good people of Shanghai who have assisted in this work for the sailors.

During the year and more that the present secretary has had charge of the Navy Y.M.C.A. here, he has received most cordial co-operation and assistance.

Too much cannot be said, nor too often, of the splendid aid rendered the association by the American Woman's Club. Great credit is due to Mrs. John B. Sawyer, chairman and the members of the social welfare committee of the club. During the year the Navy "Y" work has been the chief object of activity for this committee. Monthly "At Home" dinners and entertainments have been given and well attended.

HOME ENTERTAINMENTS

—Young men have been extensively entertained in the homes of Shanghai and after systematic personal invitation. Many ladies of the American Woman's Club have contributed large amounts of cake and other delicacies for the entertainments of the Navy "Y."

At last Thanksgiving time, with the motto "A Pie Apiece," large quantities of delectable pumpkin pies were sent to the Navy boys in port. Numbers of the latter were also entertained at dinner that day. Extensive entertainments were also given for large contingents of sailors here during the Christmas holidays.

The Navy "Y" is also indebted to the ladies for funds with which to purchase attractive curtains, flower boxes and other homelike features.

SEND MAGAZINES

Appeals for literature have met with liberal response and the recent shipment of 2,500 magazines to sailors at Chefoo indicates the liberality in this regard.

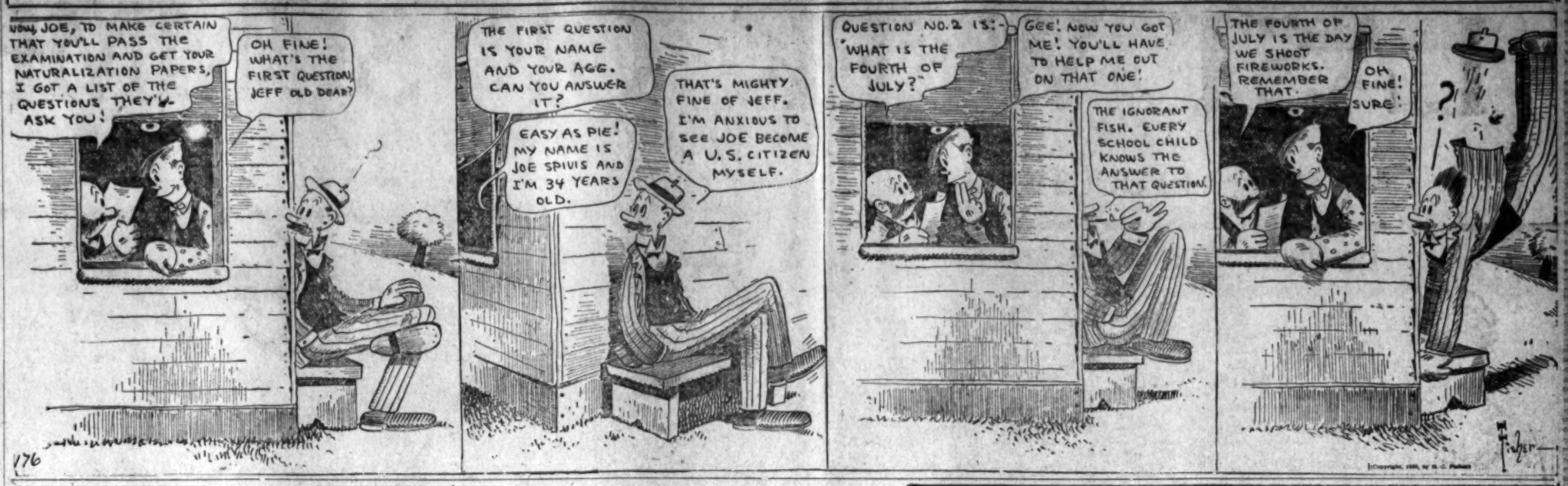
There is a constant need for such material and thanks are sincerely extended to those too numerous to mention who have already contributed material of this character.

Attendance at building	12,650
Meals served	9,645
Beds rented	6,128
Outdoor games, baseball, etc.	77
Indoor games pocket billiards, etc.	12,417
Entertainments	31
Attendance at entertainments	1,275
Monthly "At Home" dinners	6
Attendance "At Home" dinners	211
Motion picture shows	17
Attendance picture shows	614
Boys entertained in homes	575
Boys attending Song Services	360
Visits to ships	54
Visits to sick	14
Bible classes	15
Attendance bible classes	181
Magazines distributed to ships	4,400
Estimated letters written	1,500
Library books circulated	400

A request has come to the Navy "Y" for magazines and other literature for the gunboats now in the vicinity of Hankow, including the Wilmington, Quiros, Bicano, Upshur and Villalobos.

The "Y" will gladly call for such material as may be available at this time.

MUTT & JEFF — Joe Had Better Engage Another Tutor — By Bud Fisher


NOW, JOE, TO MAKE CERTAIN THAT YOU'LL PASS THE EXAMINATION AND GET YOUR NATURALIZATION PAPERS, I GOT A LIST OF THE QUESTIONS THEY'LL ASK YOU!
OH FINE! WHAT'S THE FIRST QUESTION, JEFF OLD DEAR?
THE FIRST QUESTION IS YOUR NAME AND YOUR AGE. CAN YOU ANSWER IT?
EASY AS PIE! MY NAME IS JOE SPIVIS AND I'M 34 YEARS OLD.
THAT'S MIGHTY FINE OF JEFF. I'M ANXIOUS TO SEE JOE BECOME A U.S. CITIZEN MYSELF.
QUESTION NO. 2 IS:- "WHAT IS THE FOURTH OF JULY?"
GEE! NOW YOU GOT ME! YOU'LL HAVE TO HELP ME OUT ON THAT ONE!
THE IGNORANT FISH. EVERY SCHOOL CHILD KNOWS THE ANSWER TO THAT QUESTION.
THE FOURTH OF JULY IS THE DAY WE SHOOT FIREWORKS. REMEMBER THAT.
OH FINE! SURE!
176

News Brevities

The Newchwang Quarantine Hospital is to be opened with a formal ceremony next Saturday afternoon at 5 o'clock. Invitations to the affair have been issued by the directorate which is composed of Mr. Sze Chi-ch'ang, Taoyin, Mr. W. R. M'D. Parr, Commissioner of Customs and Mr. Wu Lien-teh, Chief Medical Officer.

* * *

Rev. D. E. Hoste, director of the China Inland Mission, will lead the regular missionary prayer meeting on Monday, July 5, at 5:15 at Union Church Hall.

* * *

The office of the Defense Commissioner of Shanghai and Woosung was abolished by a Presidential mandate issued on Friday. The Military Commissioner will take over the office. General H. Fung-lin, Acting Defense Commissioner, was appointed to the new post.

Szechuen Troops Oppose Hsiung

(Reuter's Pacific Service)

Chengtu, June 21.—The 5th and 6th Szechuen Divisions are fighting against General Hsiung, who has dismissed General Lu Chu, the commander of the 5th Yunnanese Division. A counter-offensive has begun up the main East Road. The Szechuenese have been defeated and have retired from Yungchwan to Neikiang. Yunnan forces under General Yeh Chuen have entered Szechuen from Kansu and are now at Changpa, connecting with the 5th Division. This new advance is regarded with apprehension. The troops of the Yunnan-Kweichow confederacy now hold a wide semicircle, the principal points on which are Suifu, Luchow, Chungking, Howchow, Shungking, Paoning and Mienchow. Fighting is still going on.

Painleve Is Guest At Peking Dinner

(Reuter's Pacific Service)

Peking, July 3.—Admirals Sah Chen-ping, the Acting Premier, entertained M. Painleve to dinner yesterday evening at Nankai. The Acting Premier made a speech in French.

AMERICAN SONG SERVICE

In accordance with the purpose recently announced to continue sessions of the American Song Service at least through July the usual service will be held this afternoon at 5 o'clock at the Masonic Temple, No. 30 The Bund. Dr. Dillon Bronson of Boston and Los Angeles will be the speaker and Mrs. Frank Rawlinson will sing. Mr. Tewksbury will be at the organ.

ATHENS STOPS SPEEDERS

Greek Policemen Drop Nail Barriers In Front Of Autos

Athens, Greece, May 28.—Policemen of this city have an effective and rather unique method of curbing speeding automobilists. Officers posted along the principal streets carry planks studded with long, sharp nails, and when they see a car approaching at a rate they believe is excessive they drop the plank in front of the machine. If the car is speeding it cannot be stopped in time, and as a result its tires are punctured, but if the machine is proceeding at a reasonable pace it can be stopped before the plank is reached.

The Chief of Police finds the system is cheaper than maintaining a motorcycle squad and has the additional advantage of making the capture of speeders comparatively easy.

POLES PLAN DEFENCE

(Reuter's Service)

Warsaw, July 2.—The new Polish Premier has presented to the Cabinet a scheme for the formation of a State Defense Council, which shall decide questions concerning war and peace.

GREEK ADVANCE HALTS

(Reuter's Service)

Smyrna, June 29.—The extreme limit of the Greek advance is a line beyond Soma, Akhissar, Alasher and Keles. The advance has been stopped to permit consolidation at this point.

TO WHOLESALE TOBACCONISTS.

The Proprietors of RIZKALLA'S VIRGINIA Cigarettes manufactured in London, England, are prepared to offer unique terms to large firms able to cope with huge demands for British Cigarettes.

All orders executed promptly and wholesale houses of established repute dealt with only. Successful selling lines with large profits immediately available.

Apply for Trade Terms to:—

RIZKALLA COMPANY, 44, Compton Street, Russell Square, W.C., ENGLAND.

Faultless

RUBBER GOODS

Air Pillows with Denim and Silk Covers.
Baby Comforters and Douche Syringes.
Combination Hot Water Bottles and Fountain Syringes.
Face Bottles and Face Masks.
Faultless Nursers.
Hot Water Bottles, all sizes and styles.
Household Rubber Gloves.
Nipples and Sponges.
Rubber Toilet Brushes,
and all other sundries.

INSPECTION INVITED!

AMERICAN DRUG COMPANY
SHANGHAI.

Be Prepared
FOR **JULY 4TH**
Your Inspection is Invited At
SILBERMAN'S
Where a complete line of
ARROW DRESS SHIRTS in

Stiff and Soft fronts
DRESS & TUXEDO
ARROW COLLARS
Phoenix-Holeproof
Interwoven
SILK SOCKS
DRESS TIES
DRESS PUMPS & SHOES
STETSON HATS
And a whole line of dress wear, which is now on
DISPLAY
NOTE THE ADDRESS
There's only one place where real good classy
DRESS WEAR
Can be got
And that is at ——
SILBERMAN'S Outfitting Stores
No. 1B Broadway
Opposite **Astor Hous**

George Washington

CELEBRATE JULY 4TH

Woodrow Wilson

By Drinking—
American Ice Cream Soda
at
SULLIVAN'S
36 NANKING ROAD

"The American Candy Store"

By Eating—
American Chocolates and Candies
at
SULLIVAN'S
36 NANKING ROAD

LAST WEEK OF SUMMER

FURTHER REDUCTIONS

TO CLEAR SURPLUS STOCKS

SALE

DRAPERY DEPARTMENT

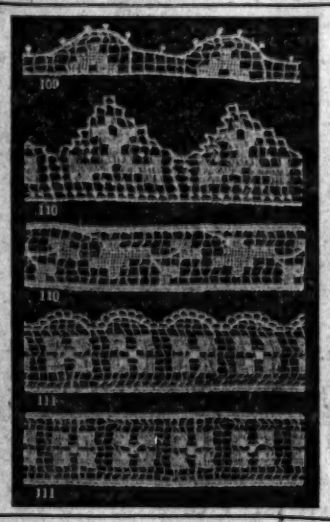
Ladies' Swiss Ribbed
Cotton Vests
Extraordinary Value
Sale Price
2 for $1.00

Ladies' Cotton Hose
In White only

Special Price **$1.35**

Children's Swiss Ribbed
Cotton Vests.
Superfine Quality
4 for $1.00

Childrens
White Cotton
Hose
All sizes
$1.00 per pair



VAL AND TORCHON
Lace and Embroideries
LESS
10%
OFF
SALE PRICES

Children's
White Canvas
Shoes
$3.00 & $4.00
per pair.

Children's
Boots
in White
Canvas
$3.65 & $4.00
per pair.

Children's
White Goatskin
Sandals
$1.20, 2.40 & 2.90
per pair.

A few Odd
Shoes
Half Sale Prices

White
Voile
40" width.
75 cts.
per yard.

Lawn
Handkerchiefs
Superlative
Quality
$1.00
per doz.

White Cotton
Net
60 cts.
per yard.

18" Silks
all colours
$1.00
per yd.

FURNISHING DEPARTMENT

Simmons folding beds fold into 4 folds, no head or foot pieces. Fitted with Simmons Spring, **$10** each net. Only a few left.

Suitable for Verandahs, Camping etc.

Simmons 3 ft. Black 3-part hospital beds. **$13** each net.

3 ft. **Fold Flat Simmons** Black beds. **$12** each net.

Mosquito Nets Round or Square Shape finished, 8 ft. long in good strong netting. Single-bed nets from **$16.50** each. Double-bed nets from **$19.50**

Good English Cretonnes usual prices **$1, 1.20, $1.50** yd. odd pieces
Special Sale Prices **60 cts. 80 cts. $1.**

O'CEDAR MOP $1.50
O'CEDAR POLISH $1.50
per qt.

Hawkeye Basket
Refrigerators
Indispensable for Picnics
Less 20%

Gold Watches
Ladies' Gold
Wrist Watches
14 Carat
$14.00 each

MOSQUITO NET PLATE COVERS
A necessity to every household. Keep flies from contaminating food
9½" 70 cts.
11" 85 cts.

"Eau de Cologne"
Gross-Smiths'
Best quality
40 cts., 75 cts. and $1.00
per bottle

UNIVERSAL BREAD MAKERS
The best obtainable
$3.85 each

Twinplex Stroppers
for
Gilette Blades
$6.50 each

Silver Wrist
Watches
$7.50 each

Garden Shears
$1.20 each

Steamer Trunks and Bags
Less 20%

Claret
Glasses
Superfine quality
$4.00 per dozen

Sun Glasses
Amber, Green, Smoke
45 & 60 cts. per pair

Aircraft Glue
Will stick anything
30, 35 & 40 cts. per tube

MEN'S DEPARTMENT

MEN'S CELLULAR TENNIS SHIRTS
3 for $10.50

MEN'S CELLULAR DAY SHIRTS
3 for $10.50

Men's
Navy
Bathing
Suits
$2.00
each

MEN'S
HANDKERCHIEFS
FINE DURABLE LAWN
$2.50
per doz.

Men's
Lisle
Socks
Plain Colours
$9.00
per doz.

Men's Bathing Shoes
$2.00 each

Men's White Pyjamas
SELF STRIPE
$5.50 per suit

WEEKS & CO., LTD.

Both Ships Blamed For Yangtsze Collision In Supreme Court Finding

A decision was handed down yesterday in the British Supreme Court in the case of the C. M. S. N. Co., vs The Asiatic Petroleum Company which was an outgrowth of a collision on the Yangtsze between the steamers Kiangtung and Yangpeh which held that both ships were to blame in equal degrees. Judge Skinner Turner and Captain Pote-Hunt, nautical assessor, sat in the case.

Mr. McLeod and Mr. Brockman appeared for the plaintiffs, and Mr. Hartopp for the defendants.

Judgment was given as follows:

This case was tried under Admiralty jurisdiction of this Court and the parties agreed to take no exception to the whole matter being determined by me, in accordance with the provisions of the order in Council of 1907.

As to the application of the Sea Regulations in this part of the Yangtsze, it is enough to say that each party relies upon breaches of them by the other, and I would also quote the words of the learned Judge of this Court in what is known as the Hankow collision case (the Yu Sang): "The rules for navigating the Yangtsze, which the Court takes notice of as part of the law of China, under the International Rules for preventing Collisions at Sea (otherwise known as the Sea Regulations) are applicable in this part of the Yangtsze to steamers." Both sides are therefore bound by them. A suggestion has been made that the plaintiff's Preliminary Act is not sufficient in that it does not accurately indicate the place of collision. No authority has been quoted to me in support of that suggestion, and it seems to me to have no foundation. It seems to me that the example I see in Williams and Bruce book is enough to show that the place need not be more definitely set out than is done by the plaintiffs in this case.

TWO CHARTS ADMITTED

Some slight controversy arose at the commencement of the case as to the reception in evidence of a chart and an enlargement thereof made originally by Captain Seite. It was urged that the one and only chart to be used was the Admiralty Chart. I admitted both charts: it appears that both charts are well-known on the river and are in regular use there. The conditions on this river are well illustrated by the words of warning appended to the Admiralty Chart, and I do not suppose that the native pilots pay too much attention to charts at all. That I was right in disallowing the defendants' counsel's objection to the receipt in evidence of the Seite chart was proved, I think, later on, by the statement of Hall, the defendants' own witness, that he knew it and used it on all his voyages, and had it with him on the occasion of the collision. Both charts are therefore in evidence with their respective enlargements but to be taken with a certain amount of caution as to the position of banks, shoals, etc.

On February 1 last, shortly before 7 p.m., the s.s. Kiangtung belonging to the plaintiffs the China Merchants' S. N. Co., a vessel of 340 tons, with a full cargo of rice, was proceeding down the River Yangtsze from Kiukiang to Fitzroy Island. It was a clear night with some rain and a N.E. wind of considerable force. She had just passed the village known as Pang-tsi-chien on the right bank of the river when she saw the lights of a steamer coming up river. These turned out to be the lights of the s.s. Yangpeh, a powerful tug belonging to the defendants (the Asiatic Petroleum Co., Ltd.) on her way with two lighters full of oil from Shanghai to Hankow. The Yangpeh is a tug of 1,200 h.p. and a tonnage of 67.8: the lighters have a tonnage of 227 each. The lighters were lashed one on each side of the Yangpeh, the Hangkiang on the port side and the Ikiang on the starboard in such a manner that their bows projected forward of the tug by about 30 feet.

PERSONNEL ON SHIPS

The Kiangtung was in command of one Miller, a certificated mariner with some years' experience of the Yangtsze (I do not think it was said how many) the Yangpeh was under one Hall, an uncertificated man but with considerable experience of river work: I do not think it was given in evidence how long he had been on this river. Each vessel carried a Chinese pilot, as is usual on this river for these vessels: the Kiangtung, an apprentice pilot, who had been on the river for some 2½ years: the Yangpeh, a man who has been a pilot for 3 years. Each vessel had one British engineer and the Kiangtung in addition carried a Danish Chief Officer, Langvad, who holds a Danish master's certificate and was actually on the bridge of his ship in charge from the time of sighting the Yangpeh till a moment before the collision, when the Captain arrived and took charge. Langvad had made two trips before this between Shanghai and Hankow.

At about 7:50 p.m. the vessels came into collision about 1 mile or less above the Little Orphan Rock: all 4 craft sustained injury, and this Court is asked to determine where the blame lies.

I have been assisted in this inquiry by the senior British Admiralty pilot as Assessor: he is very well known on the river and has frequently sat as Assessor in this Court before. The collision took place in a reach of the river about 2 miles in length: the Kiangtung was struck on her starboard bow about 6 inches in front of the forehold bulkhead, and the other craft were all damaged in the bows. It is hardly in dispute that the angle of collision was almost a right angle. The stories of the collision vary diametrically and must be set out.

VERSION OF KIANGTUNG

The Kiangtung says that she rounded when off the village and then straightened on a N.N.E. course for the headland opposite the Little Orphan, passing the village about 1 cable distant. She then sighted the masthead and green lights of a steamer coming up the reach, about a mile or more away: she was then going ahead at a speed of about 9 to 10 knots over the ground, the current there making 1 or 2 knots. These lights were seen on her starboard bow, according to the log 2 points on that bow but changed by the Chief Officer in his evidence to ½ point, as he had found by plotting the position at some later time that 2 points was an impossible bearing.

For about 40 seconds that N.N.E. course was continued and then the order was "starboard ½ point:" bringing the course to N. by E. ½ E. That course was kept for about 2 minutes and then the helm is starboarded another ¼ point and 2 short blasts were sounded. At that time the other vessel was still only showing her green light, and the vessels were less than ½ mile apart.

RED LIGHT SEEN

At about 1 cable distant the red light of the Yangpeh opened up and the Kiangtung's helm was put hard-a-starboard and two short blasts were given. In reply one blast was heard: the engines were then stopped and put full astern, and stopped again just before the collision. It was too late then to avoid the collision which happened as I have described. As soon as the Yangpeh was clear, the Kiangtung was beached, going ½ speed ahead for about 1 minute. One of the lighters was anchored out in the river and the other was jammed under the starboard guard of the Kiangtung.

The Yangpeh, on the other hand, states that she passed the Little Orphan Rock about 1 cable on her starboard side: then stood on a S.S.W. course for the headland, beyond the village already mentioned, of Pang-tsi-chien after 5 minutes steaming, and she was making 6 knots over the ground, she sighted at something more than 1½ miles away the masthead and red light of a steamer coming down river: she ported ½ point, giving one short blast, and shortly after, all 3 lights of that vessel came into view. These lights were on her port bow. She then ported another ½ point, again sounding one short blast and her own course then was S.W. by S.

RETURNS TO BRIDGE

At this time her master returned to the bridge which he had left after seeing the red light of the approaching vessel. As she still saw all 3 lights, she put her helm hard-a-port, telegraphing the engine room "to stand by." She then heard two blasts from the Kiangtung which was only 3 cables distant, so the Yangpeh was put full speed astern, but it was too late and the collision occurred. The Yangpeh in her turn was beached as soon as she got clear.

Each vessel states that she gave the regulation signals: it is noteworthy that each vessel declares that she only heard the last signal of the other, while the Chinese witnesses of the Yangpeh declare that they heard no signal at all at any time from the Kiangtung.

As far as the Yangpeh is concerned it is likely, and I am so advised by the Assessor, that the wind would certainly affect the distance to which the signals of the Kiangtung would carry, but that remark cannot apply to the same extent to the sound signals of the Yangpeh.

The Kiangtung in effect says that seeing the green light of a vessel approaching her, she starboarded to give her more room intending to pass green to green: the Yangpeh says that seeing the 3 lights of a vessel approaching her she ported her helm in order to pass red to red. Such is the controversy.

DECISION ON FACTS

This involves the decision on the facts and an inquiry as to the existence of the rule of the road in the river. It is a remarkable fact, and one very complimentary to those who navigate this river, that I am unable to trace any record of a case in this Court in which two steamers have been in collision in the river. Now I should like to get at the admitted, or practically admitted facts in the case. The first one I have already mentioned the angle of collision: a right angle or nearly so. Then the Kiangtung was struck on her starboard bow. Also it is obvious from the charts that the proper course of the Kiangtung would have the effect upon her lights as described by the Yangpeh. Approaching the village her red light would be visible down the reach, and on straightening on her course for that reach her 3 lights would be visible. And this is what the engineer of the Yangpeh thought was happening. The state of the weather, and the amount of current were also practically admitted: and there we end the agreement.

Now the plaintiffs put the collision as occurring about the middle of the river, whereas the defendants place it very close to the left bank on which the vessels were afterwards beached. It is clear that a conclusion as to the position of the vessels when each sighted the other must materially assist in determining the responsibility for this accident.

There is not much controversy as to the position of the Kiangtung, she was rounding the bend when she came into view and there is no real suggestion that at that time she was much off her proper course. She states she was one cable off the village; if so, she had some room to get close to the bank; it is probable she was rather more than a cable away.

But the position of the Yangpeh when first sighted is seriously in conflict; she states she passed the Orphan at a cable and then stood on a S.S.W. course. If that is so, it is clear that she could never have shown her green light to any steamer coming down.

STATEMENTS DISAGREE

It is clear that one side or the other is seriously wrong on this matter, for it is certain that if each ship has correctly stated her position and course; the one as N.N.E. from one cable off the shore at the village and the other as S.S.W. from one cable off the Little Orphan: no accident could have happened. The vessels would have passed clear red to red about 2 cables apart. Again, if the Kiangtung had mistaken the Orphan Rock for the mainland when she straightened on her course down the reach, the vessels would also have run little risk, as the Kiangtung would have passed under the stern of the Yangpeh.

As far as the Yangpeh is concerned it is likely, and I am so advised by the Assessor, that the wind would certainly affect the distance to which the signals of the Kiangtung would carry, but that remark cannot apply to the same extent to the sound signals of the Yangpeh.

But we know that a collision did take place and therefore it is certain that on one side or the other I have not had the accurate position or course. I have therefore to look at the admitted facts and the probabilities to see if possible where the mistake lies.

Both sides agree as to the weather—it was a dull, clear night: there was a strong N.E. wind, estimated as high as Force 7. The current was running down stream about 1 to 2 knots and the slack water is on the left bank of the river in that reach. Each vessel is carrying her proper lights, the Yangpeh having 2 masthead lights to indicate a tow. The Kiangtupg was proceeding at a speed of about 10 knots an hour and the Yangpeh about 6 knots. The collision was about 7.50 p.m. and I do not think any useful purpose is to be gained by trying to fix it more accurately. The Kiangtung was struck on the starboard bow, and it is admitted that the Yangpeh had way on her when the impact came from the inference that can be drawn from the nature of the damage (and I am aware that too much stress must not be laid on this) and from her movements after the collision, it would appear that there was little, if any, headway on the Kiangtung at that moment: certainly nothing like 4½ or 5 knots as suggested by Hall, and in this finding the assessor concurs.

ERROR IN LOG

I take the story of the Kiangtung first: and I would first of all say that I thought the mate Langvad gave his evidence very well, though he admitted a considerable error in his estimate of a bearing as entered in the log. Her story is that she was on her proper course. Her red light would be visible down the reach before she got on to her next course, and then her 3 lights would appear. She states she saw a green light ahead and knowing there was room to pass green to green she gave way in order to do so, and starboarded more and more. What has puzzled me throughout in this case in her story is that her witnesses at no time till just before the collision suggest that they saw the 3 lights of the tug. The witnesses all agree about this and the only matter that can be urged against any of them is Langvad's error as to the bearing that I have already mentioned.

It comes to this then: either Langvad did see the green light only as he states, or he saw the red light or the 3 lights. It is hard to believe that he saw the red light, for by starboarding then he was breaking every rule of the road and deliberately running into danger: when there was no conceivable reason that I can see for such a maneuver. Then if he saw the 3 lights: again why should he have deliberately broken the ordinary rule to alter his course to starboard and pass red to red: (ordinary rule, I mean, quite apart from any special rule of navigation applicable in this winding river), where he had room to keep that ordinary rule.

WHAT WAS THEIR DUTY?

If then I am to believe that Langvad and his witnesses are wrong in telling me what lights they saw, I must believe that in addition they deliberately broke a rule of good seamanship. If, however, it is true that they did see a green light only and this

(Continued on Page 8)

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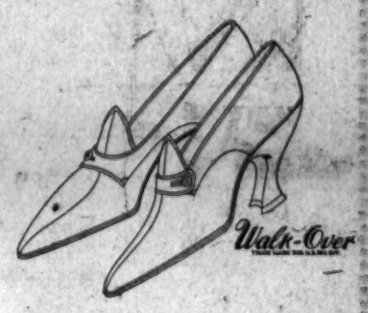

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TERMS—CASH -:- NO CREDIT

Both Ships Blamed For Yangtsze Collision In Supreme Court Finding

(Continued from Page 6)

could only have been on their starboard bow, they were put into a difficulty. The ship ahead was in a wrong position, what was their duty? And they decided to leave her where she was, give her more room and pass her green to green. Langvad knew it was a tug and 'low' a less mobile craft than his own: he knew the weather, a gale from astern the tug, and he tells me he saw the green light broadening on his starboard bow.

The witnesses of the Kiangtung are all positive that they only saw a green light: one went so far as to say that he saw 2 green lights, and Langvad was on the bridge the whole time. Now I come to the story of the Yangpeh: she got on her course after passing the Little Orphan: her 3 lights would then be visible up the reach. When she saw the red light of an approaching steamer, she ported a little: after that she saw the 2 lights of the approaching steamer: showing she was under a starboard helm, so she ported a little more intending to pass red to red, until finally the red light disappears and the green only is left, and the collision happens: the Kiangtung striking the port side lighter first breaking her loose and jamming her under the steamer's guard, which enabled the tug to come ahead and strike the blow on the Kiangtung's starboard bow as admitted.

Now if this story is true, placing the Yangpeh one cable from the Orphan; it is impossible to understand the movements of the Kiangtung: why should she come across the river at all? In addition giving the Yangpeh the benefit of some inaccuracy of the chart as to the exact position of the edge of the shoal at that time of year, it is hardly possible to allow her the movements attributed to her by her master. In fact, when Hall was asked to plot the courses on the chart (Exhibit 2) he did in fact put the spot of collision high on the shoal.

QUESTION OF LIGHTS

It is clear that the Yangpeh, if she saw the 3 lights of the other vessel, was right in porting if she altered her course at all, or she would to showing her 3 lights to her. If she was showing only her red, why should she alter her course at all? She is on her proper course, on her proper side of the river and showing her port light: what reason can there be for her to change her course at all when she sighted the Kiangtung's red light? She is entitled to assume, and it is her duty to do so that the other vessel will do the right thing: and she herself had not too much room in which to maneuver at all. Yet for some reason she ported as much as 1 point. Does not this lead me towards the conclusion that the Yangpeh was not where she states, and that when she saw the Kiangtung's 3 lights she must have thought that her own red light was not showing to the approaching vessel? Again if the Kiangtung's red light was seen fine on the port bow, that vessel must have been well out of her proper course at the top of the reach: and that has not been urged against her. Then I am faced with the conduct of Hall in leaving the bridge on a night like this when he saw the approaching vessel, knowing that she must be about to alter her course soon. If he thought she had straightened on her course down the reach; i.e. had passed the village and was showing her red light on her new course, no doubt he might be excused for going below with a view to getting his dinner: but was he justified in so thinking, when he tells us that 2 minutes afterwards he found all 3 lights in view and his own ship had ported 1 point on to a new course? And his own engineer states that he thought the Kiangtung was rounding the bend.

The only explanation of it is either that the Kiangtung was pursuing an incomprehensible course or that the Yangpeh was not in the position alleged by the defendants.

WITNESSES CENSURED

I am afraid I cannot place any reliance on the Chinese witnesses of the defendants: their unanimous evidence that at no time did they hear any sound signal from the Kiangtung contradicting the evidence of Hall and Cameron and in opposition to the defendants Preliminary Act leads me to that conclusion.

I do not want to lay much stress upon another discrepancy: Hall states that he himself gave 2 of the 3 signals from the Yangpeh, and the pilot only gave one: the pilot states that he gave 2 and the captain 1.

Then I get the admitted facts of the collision itself: it is incredible that, if the position of the Yangpeh was as is stated by the defendants' witnesses, the Yangpeh could have struck the Kiangtung on the starboard bow when, as I have already found, the Kiangtung was nearly stationary, whereas it is admitted that the Yangpeh had some way upon her. The river at that point is not more than 7 cables wide from shore to shore: the vessels were seen at a distance of not more than 1¼ miles: they were approaching at a speed of about 16 knots an hour: how is it possible for the Yangpeh with the manœuvers given to her to have struck the Kiangtung a severe blow on the starboard bow if she had started from the position alleged by the defendants? And that wherever one places the spot of the collision?

It is an inevitable conclusion in my mind, and in this finding the assessor agrees, that the Yangpeh was not where she is stated to have been before the collision. Then where was she? Taking the weakness of the defendants' case on this matter and the strength of the plaintiffs' case, I am forced to the conclusion that Langvad is correct in saying that he saw the green light only. He is supported by all the witnesses from his ship, though again I do not place too much reliance on the Chinese witnesses.

STORY THAT FITS

And I find as a fact that Langvad is correct in saying that he saw the green light only, and that for some reason or another: whether from stress of weather or by mistake the Yangpeh was far over towards the right bank of the river. It is the only story that really fits in. We know from the mere fact of the collision, namely, a blow by the stem of the Yangpeh on the starboard bow of the Kiangtung that Langvad is right in saying that the Yangpeh was at some time on his starboard bow: if she was there for an appreciable time before the collision why should I not accept his evidence that that is where she was all the time? The story of the Kiangtung is a consistent story and perfectly possible, if it is established that all that was seen was the green light of the Yangpeh. The story of the Yangpeh is only possible if it is established that the Kiangtung took a course which is absolutely incomprehensible on any waters.

I therefore find as a fact, and in this finding the assessor agrees, that the Yangpeh was not at all where she alleges: and it follows from that that she is in fault. I think the explanation is that Hall found he was too far over to the right bank of the river and endeavored to get back to his proper side, and so brought about the collision.

In addition, he is further in fault for the slowing before he did: He states that he saw the Kiangtung was swinging under a starboard helm and all he did was to ring "stand by." He states he heard no signal, but from his own story he realised by the alteration of the lights that a position of danger was arising, and yet he went on.

INDEFENSIBLE ACTION

And I must here say that I think his action in leaving the bridge is indefensible: I take his own story: he sees the red light on an approaching vessel at a distance of something like 1½ miles: he must have known or ought to have known (his engineer did know) that she would have to alter her course shortly after rounding the village, and yet he points out the light to the pilot and goes below. He is in command of a vessel with a valuable cargo and carrying a good number of hands: it is a night with a lot of wind, and his craft is not too mobile; he has no one to leave in charge save a Chinese pilot, true, an experienced man: but it does seem to me, that he never ought to have left the bridge until he was safely past the vessel.

Another criticism I feel I must make and that is on the engineers of both ships: it seems to me that both men were very slack about getting to their engine rooms: they had only Chinese engineers with them and both men knew that the masters had hurried to their bridges to take charge: yet neither man makes any haste to go below.

Now this finding does not end the case: I have to consider the conduct of the Kiangtung.

It has been urged that this reach is a narrow channel within the meaning of Article 25 of the Sea Regulations. I am not going to hold so: the only case to which I have been referred is the well-known one in which the Straits of Messina were so held. But I am not aware of any case in which a reach of a non-tidal winding river has been so held. The nearest that I can find is a decision of Bargran Deane, J. reported in 1909, P. at p265. That was the case of the Corinthian and there the learned judge expressly held that the tidal river, St. Lawrence, at a point between Quebec and Montreal was not a narrow channel within the meaning of the Article; and his decision on that point does not seem to have been questioned in the Court of Appeal. At the same time he said it was a river which should be navigated on the principles of a narrow channel: that is, vessels should, as far as possible, attempt to pass port to port. I have also a decision of the P. C. relating to a collision here in Shanghai—The Pekin. There the P. C. laid it down that in a winding river (and the decision was given with reference to the "crossing rule") vessels must follow, and must be known to intend to follow the curves of the river bank. Lastly, in a collision case in the river Haiho reported sub. nom. China Navigation Co. v. The Asiatic Petroleum Co. 1910. A. C. 204., it seems to have been taken for granted that the reach there was a narrow channel.

RULE OF THE ROAD

But while declining with the full approval of the assessor to hold this to be a narrow channel within that article, it seems to me, and again I have the advice and approval of the assessor, that the only rule of the road that can be adopted here is to pass red to red. Look at this matter how you will: apart from the position in the open sea, whether it is a narrow channel and subject to Article 25, or to be navigated as if it were a narrow channel (see the Corinthian) or a case of a winding river (the Pekin), it is clear that the Kiangtung took the wrong step when she went to port and endeavored to pass green to green. It seems to me too that her first action when she saw the Yangpeh on her starboard bow and showing her green only was to slow her engines, in view if necessary of stopping or going astern. And in these conclusions I have the advice and concurrence of the assessor: It is worthy of note that neither vessel either slowed or stopped or went astern till just before the collision.

Nor can it be urged in favor of the Kiangtung that her starboarding was done at the last moment and can be excused: out of her own witnesses must she be judged on this point and no one has suggested that she gave any sound signal at the first alteration of helm: it is clear that at that time then it was not thought there was any danger of collision. Her starboarding cannot therefore be put down to any immediate proximity of the other vessel: it was deliberate. She had to choose between 2 courses and she chose the wrong one.

This again does not end the matter: I have accepted the Kiangtung's story as to position and I have held she was wrong in trying to pass green to green. She is the more wrong if she disregarded the sound signal from the Yangpeh: I have to decide if any was sounded. I do not doubt that one blast was the signal used if at all: it fits in with the position I have ascertained and the one heard on the Kiangtung was a single blast. I regard this as a serious issue: for if the Kiangtung heard the blast and insisted on going to port, it will be hard to convince me that she is not solely responsible for the collision. On the other hand, if the Yangpeh did not sound the signal: though not absolving the Kiangtung, it will still leave the Yangpeh in fault. I am satisfied that Langvad and the Kiangtung's witnesses did not hear the signals, if given: I cannot believe, after seeing and hearing them, that they deliberately ran into danger after hearing such a signal from the Yangpeh. To answer 1 blast with 2: to get 1 in answer to 2: is obviously to court disaster; and I decline to hold that against the Kiangtung.

On this matter, and I regard it as a decision of fact that I must make, I hold that each vessel did give the appropriate signals up to the last moment, when each vessel went astern but neither gave the requisite 2 blasts; though this had nothing to do with the collision. Such a finding is the only thing that enables the story to be complete, or otherwise there was no circumstance that caused the hurried return of each master to the bridge. I therefore find the signals were given as alleged but I am not satisfied that they were heard. That then brings me to this position: here is the Kiangtung put into a difficulty by the position of the Yangpeh and in consequence taking a wrong manœuver, making the appropriate signal as she did so but hearing no answer from the Yangpeh: here again is the Yangpeh entirely in her wrong position and thereby putting the Kiangtung in a difficulty, at the same time endeavoring to remedy her mistake and giving the appropriate signal but hearing no answer in reply.

The nearest case to this that I have been able to find is The Ravenna (1918. P. 26 and 297). There, in a narrow channel, the Rose gave two blasts and starboarded her helm to pass the Ravenna after hearing two blasts from her, which she interpreted to be an invitation to pass starboard to starboard: the Ravenna kept on headway when she had received a clear indication from the Rose that she was not doing what she was expected to do and what she ought to have done, namely, to keep to the starboard side of the channel. Both ships were found in fault: the Rose, as she ought not to have kept to her starboard side and she had no right to interpret the Ravenna's signal as she did: the Ravenna, as she ought to have taken other precautions when she had been told by the Rose that she was doing something unexpected. If both ships were wrong in that case where the signals were heard, it seems to me that in this case, both ships were at fault for not waiting to get some indication of the course of the other vessel. That case is very like this one in its facts and deserves careful consideration at my hands. It seems to me that it bears very conclusively upon the facts of this case and I therefore follow it.

THE FINDINGS

I hold both ships to blame and (as I cannot separate the degrees of blame) in equal degrees. According to the practice of the Admiralty Court there will be no costs of the case on either side: and the only order I make on that matter is that the assessor's fees be paid equally by the plaintiffs and defendants.

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Kaiser, Told U.S. Would Fight, Said, 'We'll Proceed,' Backing U-Boat Crimes

Secret Documents Show How Berlin Government Tried To Soften Sea Campaign In Order To Placate America, But Military Chiefs Backed Navy In Pressing It

BY CYRIL BROWN
(*New York World*)

Berlin, May 22.—How the dispute between the German militarists and the Berlin Government finally culminated in the defeat of the diplomatists and the inauguration of the U-boat war—which brought the United States into the conflict—is shown in the final instalment of the secret papers of the German Foreign Office.

These papers, obtained for publication by The World, have revealed for the first time what went on in the highest circles of Germany in the critical winter of 1916-17. While the Berlin Government was trying to win a victory by the "peace offensive," which was to get the Allies to a peace conference and then split them up, the militarists, on the other hand, were demanding the ruthless U-boat warfare in order to bring Great Britain to her knees and so put the whole Entente at the mercy of the German arms.

It will be remembered that the "peace offensive" began December 12, 1916, with the offer of a conference. The President's action in asking a statement of the war aims of the belligerents, and the answer of the Entente, saying no peace would be made without reparation, restitution and guarantees, upset this program. So the German Navy pressed for the ruthless warfare to begin February 1. As shown by the memorandum of Admiral von Holtzendorff, heretofore published, the German Navy insisted on only one day's notice being given of this campaign, hoping thus to spread terror among the neutrals and a panic in Britain. Berlin, fearful of America's entrance into the war, tried to hinder or soften this program. How the militarists finally triumphed is shown by the documents given herewith.

PLAN TO BLAME ENTENTE

The extracts from the official documents given yesterday brought them to the point where the German Government, balked in its efforts to draw the Allies into a peace conference, had decided that nothing more could be done in that direction, but that an appeal must be made to the neutrals in order to put on the Entente the blame for continuing the war.

For the composition of this note an important conference was held in Berlin January 7, 1917, of which the secret papers give the minutes. Present were Chancellor von Bethmann-Hollweg, Foreign Secretary Zimmermann, Under Secretary von Stumm, representing Germany, and Count Czernin, Foreign Minister, and Ambassador Hohenlohe, representing Austria.

WANTED TO 'SPIN THREAD'

Count Czernin wanted "to give expression to the thought that neither of the two parties was able to destroy the enemy completely," but feared the military parties would not consent. He thought "the war could only be ended by a compromise" and wanted to "continue spinning the thread" of negotiations.

Chancellor von Bethmann-Hollweg "was especially pleased with the idea that we had already attained our defensive war aims, whereas the Entente was separated from its war aims by a wide gulf."

Secretary Zimmermann considered "the Entente's answer so low that we ought in our reply pull the mask off its face; the baseness contained in the answer ought to be sharply refuted in a few short sentences."

Count Czernin thought "a controversy was useless at the present moment."

Secretary Zimmermann replied: "We must strike a sharp note and point to the Entente's infamous political measures; our people expect that of us." He thereupon read the draft of a reply "which those present consider too long and too controversial."

The Chancellor considered: "It was of paramount importance that the note should deepen the impression we had made abroad with our peace action; this would not be brought about if our reply were controversial, but only by our rejecting the Entente's accusations sharply and objectively."

Count Czernin raised the point whether it be imperative that all four powers reply in an identical note, and the Chancellor thought "it dangerous to allow the Bulgarians a free hand in framing the reply to the note, as it might easily happen Radoslavoff run off the course."

DECISION OF CONFERENCE

Conclusions reached by the conference were set forth in this memorandum:

"At the conference with the Foreign Minister, Count Czernin, on January 7, 1917; the following was agreed upon:

"The tone of the Entente's reply to our note of December 12, 1916, forbids us to answer the enemy directly. On the other hand it is imperative plainly to establish at home and before the neutrals and our enemies the responsibility for the continuation of the war. A note to that effect is to be addressed to all neutrals in order to avoid all semblance of our running after our enemies. This note must on no account awaken the feeling as if we wanted peace at any price; on the other hand, the door must not be shut on peace altogether.

"The replies of the four Allies are to be alike in their purport but note identity would retard the business; furthermore, questions such as the Servian and Belgian questions could naturally not be dealt equally fully by all.

"The Entente's reply to Wilson need not be awaited, since the object of our note to establish the responsibility before all the world can be attained just as well, if not better, if we answer at once independently of the Entente's reply to Wilson. If the imminent note of our enemies to Wilson should offer the possibility of peace contrary to all expectation we must eventually adopt a new standpoint. This would not be prejudiced by our present step."

TICKLED KAISER'S VANITY

Light on the way the army chiefs played on the Kaiser's vanity is shed in connection with the flamboyant proclamation he issued to the German people January 12, 1917, as a means of allaying their discontent over the failure of the "peace offensive." In this document he said "burning indignation, a holy wrath, will double every German man's and woman's strength" and pledged "a complete victory over the enemy's lust of power and destructive rage."

Baron von Lersner, representative of the Foreign Office at general headquarters, three days later sent this despatch:

Pless (headquarters), January 15, 1917.

(Only for the Imperial Chancellor and the Secretary of State.)

His Majesty has received a large number of telegrams of assent and devotion in reply to proclamation to the German people.

In strict confidence, I hear that Field Marshal Hindenburg and General Ludendorff are responsible for a great many of these, in order to show the world how unanimous all Germany is in its loyalty to the Emperor. His Majesty has expressed himself highly pleased at the marks of homage.

Their widest publication in the press would, in my humble opinion, cause His Majesty much pleasure.

LERSNER.

WARNING FROM BERNSTORFF

Toward the middle of January the plan for the U-boat ruthlessness came to its critical phase. Decision had been reached that it was to go into effect, Count Bernstorff had been notified and began giving warning that it would bring the United States into the war.

This matter was treated in a message from Bernstorff which was forwarded to headquarters by Herr Zimmermann. It contained these words:

How much importance Your Excellency attaches to Wilson's peace action it is impossible for me to gauge from here. Apart from that, however, it is my duty positively to declare that I consider breach with United States unavoidable if action is taken in the sense of the memorandum without further attempts at arrangement.

KAISER FLOUTED PRESIDENT

This warning had a peculiar effect. German and Austrian diplomacy had been striving to keep President Wilson from having any hand in the peace settlement. They wanted only a conference with the Entente, in which—as Chancellor von Bethmann-Hollweg expressed it in the despatch given in the previous article—they would strive to divide their enemies and reap the benefit. The President's attitude against conquest would not fit in with this scheme. Consequently Bernstorff's note caused this interesting exchange of despatches between Baron von Lersner, aide to the Kaiser, and Foreign Secretary Zimmermann:

Pless (headquarters), January 14, 1917.

His Majesty requests of Your Excellency an explanation of the sentence:

"In my opinion proceedings in the sense of this memorial will wreck Wilson's peace mediation."

His Majesty thinks that peace mediation of Wilson has never been spoken of.

LERSNER.

Berlin, January 15, 1917.

Please report to His Majesty that the expression "Wilson's peace mediation" used by Count Bernstorff does not do justice to the actual circumstances. A mediation of peace by Wilson, as His Majesty says, has indeed never been spoken of. Count Bernstorff has not been left in error about this point and has evidently only made use of a wrong expression. The Ambassador is, in my opinion, thinking merely of President Wilson's peace action which he introduced with his note to the belligerents and which, in the mean time, has been completely wrecked by the Entente's reply. Count Bernstorff's telegram was despatched before this reply of the Entente had arrived at Washington.

ZIMMERMANN.

Pless (headquarters), Jan. 16, 1917.

His Majesty thanks Your Excellency for information. His Majesty remarked that he attached "absolutely no" value to Wilson's peace action. If the breach with America were unavoidable, "it cannot be helped! We shall proceed."

LERSNER.

ANOTHER APPEAL

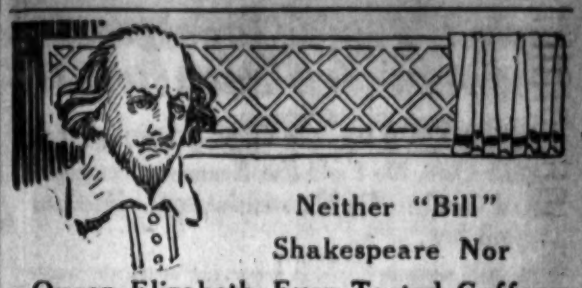
Zimmermann on January 22 sent to Admiral von Holtzendorff, Chief of the Admiralty, this message from Bernstorff bearing on the proposed ruthless U boat war which was to be started February 1, with only one day's warning:

Washington, Jan. 19, 1917.

War unavoidable with proposed action. Danger of breach might be minimised by allowing a certain period, say one month, for sparing neutral ships and passengers, since a prior timely warning seems impossible according to planned action. Cue for disabling German steamers will have to be given by me on February 1, as execution of my instructions would act here like declaration of war, and, therefore, strict supervision would immediately follow. As it is, a case similar to the Lusitania may shortly be expected.

If military reasons are not absolutely imperative, delay would be urgently desirable. Wilson believes to be able to achieve peace on the basis of equal rights of all nations proposed by us. House told me only yesterday that Wilson would take action almost immediately, as he considered chances

(Continued on Page 11)



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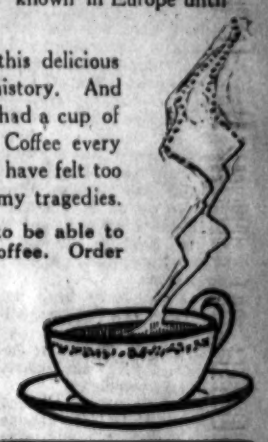

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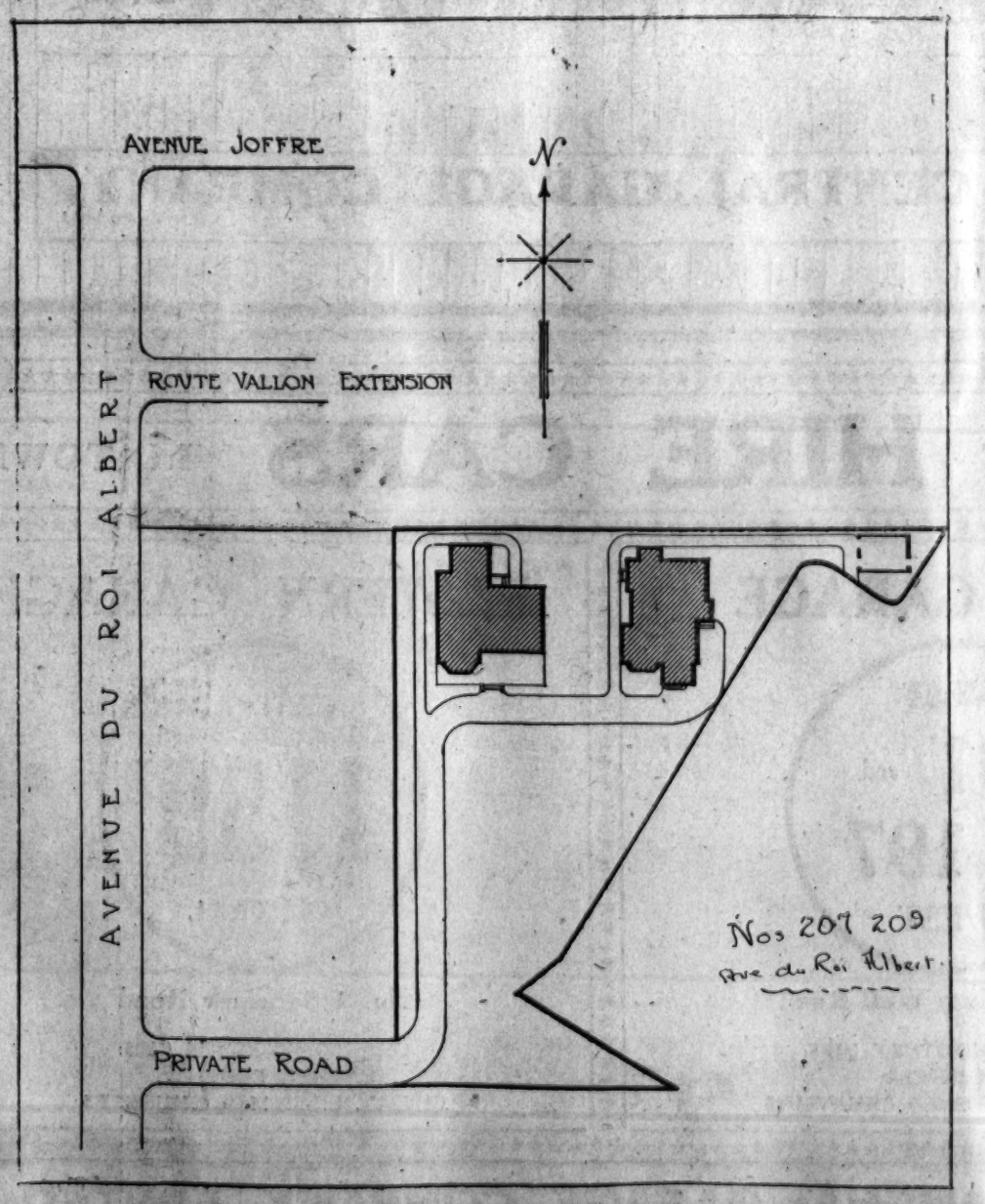

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No Socialism In Zion Warns Nordau; Jewish Immigrants Must Abandon Such Beliefs

'If Palestine Is To Become Hebrew Homeland It Must Offer No Field For Economic Struggles And Conflicts Of Material Interests,' Declares Noted Jew.

BY MAX NORDAU

(Who is credited by Israel Zangwill with being the world's foremost Jew)

There are masses of Jewish workmen, certainly hundreds of thousands, perhaps millions, who incline to Socialistic views, or are outright Socialists. Many of them have a lively Jewish feeling. The international tendencies, which form an essential part of their party program, does not seem to interfere with their national consciousness.

In numerous cases they are even Zionists. But their Zionism is vividly tinged with Marxism. They dream of setting up in Palestine a Jewish state, a Jewish society based on the doctrines for which they stand in the countries of their present residence.

How is it that they have not yet been struck by the irreconcilable contradiction between their Zionism and their Socialism; between their Jewish nationalism and their class principles?

How have they not understood that Palestine, if it is to become the Jewish homeland, would offer no field for economic struggles and fierce conflicts of material interests?

It would be absurd, it would be mortal to introduce into the land where we are to build up a Jewish state, the watchwords of classes, of class consciousness, of class warfare.

FORGET CLASS WARFARE

These conceptions must be left behind in the Galuth countries. There, they may have a justification. They can and will have no meaning in a collectivity organised on pure Jewish principles.

It is natural that Socialism should have got hold on the Jewish mind under the present conditions of Jewish life. Manual labor is a relatively new occupation among Jews. The workman, the "ball malacha," was a rare exception, and he exercises only a few traditional crafts, among others those of the tailor, the gold and silver smith, the book-binder, the butcher and the baker.

When the industrial effort began, a century or 120 years ago, there scarcely were any Jews to be found among journeymen. It scarcely is more than two generations that they entered mills and factories—one generation that in Galicia and some parts of Russia they descended in mines and coalpits. The European East was the only part of the Galuth where a Jewish proletariat was formed. Elsewhere there were poor Jews; there were Jewish "luftmenschen," but there were no Jewish proletarians.

The Jewish proletarian had not often Jewish employer. The Jewish proprietor of a manufactory did not care to have Jewish workmen. A kind of obscure instinct, half-conscious, half-unconscious, made him prefer Christian salaried labor. He felt uneasy as the master of his own people. He was reluctant to assume the part of the exploiters, such as the capitalist regime compelled him to be of his own kith and kin.

OBSERVANT OF WRONGS

When a Jew entered into the dire existence of a mechanic and had to accept the condition of the soulless conditions of machinery, he had to join unreservedly his comrades of toil and misery and to become a member of his class. He threw in his lot with the proletariat, he evolved in himself the full and unqualified class consciousness, he had no other interest than that of his class, all this in an enhanced measure than his Christian comrades, because he was of a more refined essence and of a higher intellectuality, because he grasped the situation better, felt wrongs and incongruities keener and was incomparably more capable of observing and analysing facts and of drawing logical conclusions than they.

But if he resented the existing economic and social order, he did so not as a Jew, but as a member of his class; and if he directed his proletarian animosities against his employer, who only in rare cases was a Jew, he did not turn his opposition and resistence against the Jew, but against the capitalists. In one word, there was no national element in his attitude.

At least he thought so in good faith. But nobody can get out of his own skin, and the Jewish proletarian, with his acute comprehension, soon became aware that in spite of all his talk of class consciousness and class interests, still class was not everything, and that there was a difference between him and his comrades in the universal proletariat. He felt the necessity of organising himself part, of forming purely Jewish associations.

The consideration that there was a glaring contradiction between the internationalism professed as the very first article of socialism and his nationalistic move did not stop him, and he grouped himself on purely and exclusively Jewish lines with his Jewish brothers into the "bund," the "Poole Zion," the "Zoir of Zion," the "Poale Hazair," proving thereby that his natural, organic tendency of preserving himself as a national unity in the midst of his non-Jewish surroundings could not be overcome by reason and withstood victoriously the consideration that the struggle between capital and labor had nothing to do with race, religion and language.

Therefore, unless we shut our eyes deliberately before facts, we must consider the social question in its bearing on our people from a Jewish, not from a general, nationally undefined point of view.

That the Jews of the Galuth are seized and carried away by the socialistic current is comprehensive and justifiable. But if we Jews were to live again in a country of our own, as an independent nation and in accordance with all our moral intellectual and sociological traditions, such a movement would be lacking all its historical and logical premises.

Socialism inscribes on a banner class warfare. But in order that this should be possible there must be classes, real castes to which everyone belongs hereditarily, in which he is born, lives and must die. These castes, or classes, are always the product of differences of origin. The nation must be composed of various ethnical elements, of which at some epoch some have been victors and conquerors and others vanquished and subjected.

The victors from the ruling class, the holders of the soil, the aristocracy, the vanquished are the mass, forced to obey and to work in open or disguised slavery for the masters.

Such was the case in ancient Rome, where the Quirites were the descendants of foreign invaders, while the Plebians sprung from old native tribes.

MEANS OF EMANCIPATION

The same phenomenon appears in France, where the original Galls were reduced to serfdom, while the Franks, Burgunds and other Teuton conquerors took and divided among them the land and became the ancestors of the nobility; in England, where the Norman compagnons of William the Conqueror imposed their domination on the Anglo-Saxons and Celts.

In the course of the centuries the contrast of these elements becomes somewhat mitigated, the memory of the divers origins is blunted, the sharp dividing lines between them get blurred, there is a mutual displacement, penetration, mixing of individuals and groups, but on the whole the higher caste remains shut up against the lower and preserves its social and economical privileges, till as a consequence of the progress of instruction and culture the Paris awakens to a sense of his human rights, counts himself and remarks his immense numerical superiority over the Arya, breaks his chain, raises his head, defies the proud upper class and claims full equality.

The fathers of the ruling caste have forced the ancestors of the ruled into serfdom by war, the off-spring of the serfs free themselves of their yoke by war. The class war is the legitimate means of social and economical emancipation.

Where are similar conditions to be found among the Jews? Inequality is unknown among us. We are and feel all equals "Kol Israel ahim." No Jew be he, according to Gentile notions, socially the lowest, looks up with trembling meekness and submissive awe to the Jew in the most exalted position; he know he is of the same blood, of the same substance, he claims the same humane value and remains convinced that it is only a question of good luck and favorable opportunity if one reached a high social level while the other has inconspicuously lagged behind and below.

NO NECESSITY FOR WAR.

In the Christian society here there are lords and serfs, junkers and plebians, the Jew, living among them, may stray into one camp or the other, and has to share the fate of his camp.

But in a purely Jewish society such a division could never take place. If a Jew were to pose for the great aristocrat and would pretend to look down on his fellow Jews, these would not even become angry with him; they would simply laugh and show him in every way that they did not consider him as their better, but merely as a stuck-fool.

Where could there arise an occasion for class war? Where would there turn up a necessity for a struggle for emancipation? Where would equality have to be established by force?

Notwithstanding our inborn sense of equality, not in the plebian but in an aristocratic meaning, every one of us having the consciousness of his value as a member of the select race and of his individual dignity, there is a social stratification among us also; this must be admitted. But its principles are different from that obtained in the non-Jewish world.

There are, of course, the rich and the poor. But we do not esteem the one for his money, nor despise the other because of his poverty.

The only distinction we really make and recognise is that between the man of high instruction and the ignorant. Our only two real classes are the lamdan and the am haaretz. We admit no others.

Will there really ever be heard among us a single voice advocating war of the am haaretz against the lamdan, desiring the victory of the former over the latter, the domination of the untutored brute over the cultivated mind?

Such aberrations may happen in benighted Russia, where the Jew is constantly beset by the degrading and troubling example of the mujik; they could not possibly occur in a purely Jewish society.

But if we place brains so high above muscle (mind, Nature did it long before us!), is there no danger that the workman will be despised and denied the rank to which he may pretend in state and society?

No. This danger does not exist. We Jews always have respected the workman. In our estimation a man never has degraded himself by toiling with his hands. Our great teachers in the talmudic times were proud to be craftsmen, to earn their living as artisans, while at the same time devoting themselves to study and shining by their scholarship.

This is our ideal which we will surely do our best to realise in our own State, in our own society; every one of us working honestly to produce material goods and values for the collectivity, but every one at the same time instructed and participating in his leisure hours—the legal work day of eight, and probably less, hours will leave plenty of them—in all the beauties of art, of science, of thought.

"All this is very nice," I hear a through-and-through Socialist object, "but there is another aspect of the social question. How about social justice? How about the exploitation of labor through capital? How about the workman's right to the full possession of the fruit of his effort?"

My answer to this is simple and clear. Judaism is by definition social justice. In a Jewish State there will be no private property of the land; this will belong to the nation.

Industry will have to be organised, not on the basis of capitalistic exploitation, but on that of narrow co-operation and of equitable participation of every co-worker in the legitimate profit of the common work.

No. In the Jewish Palestine there can be no room for class warfare and for militant socialism. These words have no meaning in a Judaism which is in a position to realise its ideals. The concepts and practices which they signify must be left behind in the galuth.

Davison Tells High Cost Committee He Sees National Tragedy

Henry P. Davison

Henry P. Davison, noted financier and Red cross worker, appearing before the Lusk High Cost Committee in New York, asserted that he saw a national tragedy unless the operation of the "vicious circle" is curbed.

"I do not believe we can go on in the manner in which we are going with this vicious circle without something happening," said Mr. Davison, in speaking of his cure for the present trouble. "And I think that something will be that which will correct it.

"What form it will take I do not know, but unless people realise that they must work and must economise and must treat their neighbors on fair lines, there will be some force in the world which will show them how to do it. It may be through trouble."

He also suggested that the production of non-essentials be fairly limited in order to increase the production of necessities.

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Kaiser, Told U.S. Would Fight, Said 'We'll Proceed,' Backing U-Boat Crimes

(Continued from Page 9)

of an early peace conference favorable.

BERNSTORFF.

SOUGHT LUDENDORFF'S AID

Holtzendorff hastened to get the backing of Gen. Ludendorff, sending this despatch to Capt. von Buelow, representing the navy at headquarters:

Berlin, Jan. 23, 1917.

Foreign Office has sent telegram from the Ambassador in Washington to headquarters. Let this telegram be handed to you and lay it immediately before Gen. Ludendorff with the following standpoint:

Admiralty opposes on military grounds notification of periods contained in our U boat order, for the following reasons:

1. Enemy ships would sail immediately and in greater numbers under neutral disguise in order to exploit privileges.

2. The deterring effect on neutrals intended by the present form of the note would be considerably weakened, as they would feel safe for a long time.

3. Neutral ships and unarmed enemy passenger steamers could safely take to England important parcels in considerable quantities and would be incited to make the greatest efforts, now knowing the period.

Matter very urgent, as Foreign Office must have reply from Admiralty today, as communication with Count Bernstorff takes very long time.

V. HOLTZENDORFF.

AND QUICKLY GOT IT

Buelow acted quickly and was able to send this message to Holtzendorff:

Imperial headquarters, Jan. 23, 1917.

After having been informed, the Chief of the General Staff quite agrees with Your Excellency's standpoint.

BUELOW.

NO CONCESSION TO AMERICA

Next day Holtzendorff sent a despatch to Zimmermann, in which he said:

Berlin, Jan. 24, 1917.

In accord with the Commander in Chief I have the honor to inform Your Excellency that I am not in a position to consent to the modification to the American Government of our time limits for sparing the neutrals and the unarmed passenger steamers, as such would have military disadvantages of vital significance in its train.

I suggest that Your Excellency will inform once more Count Bernstorff that the orders issued for sparing neutral ships and unarmed enemy passenger steamers secure to those ships which sailed for port in the prohibited zone before February 1 the possibility to reach that port not liable to attack without warning if they should for any reason whatever not have received the warning which we demand. Of course, these ships can then not leave the ports in the prohibited zone without risk.

Ships sailing after February 1 do so at their own risk.

By this formula February 1 is being allowed to neutral ships. Even with a bad crossing, these are not allowed to be at sea longer than twelve days. They would on the thirteenth be exposed to an attack without warning.

V. HOLTZENDORFF.

FINAL PLEA OF ZIMMERMANN

Zimmerman the same day despatched to Holtzendorff this note, marked "urgent:"

Berlin, Jan. 24, 1917.

I regret to see from Your Excellency's letter of today that you are not in a position to consent to the notification to the American Government of the time limits allowed for sparing the neutrals and the unarmed enemy passenger steamers, as such would have military disadvantages of vital significance in their train.

According to Your Excellency's further remarks, there is merely a period of twelve days provided for sparing ships, so that those of the ships in question which enter the prohibited zone on the thirteenth day on account of damage at sea, rough weather or any accidents would be exposed to attack without warning. If this is adhered to, it may be accepted as certain that neutral ships and passenger steamers with neutrals on board will be sunk. America's declaration of war will then immediately ensue without fail, unless, as Count Bernstorff supposes, it does not materialise on February 1.

The sinking of ships under these conditions would in all probability cause the other neutrals to combine against us. This unfortunate contingency might be avoided, in my opinion, if we suggested to the United States a period of say twenty days in which neutral and unarmed enemy passenger ships would be spared; this would offer adequate security against the dreaded incidents and make it easier for the President to accept our announcement. The difference in enemy tonnage sunk which might result from this extension of the time limit would hardly outweigh the military disadvantages which would result in the siding with our opponents of the hitherto neutral world.

I would be grateful to Your Excellency if you kindly reconsidered the matter and reply to me at the earliest possible opportunity. I am writing to the Commander in Chief to the same effect.

ZIMMERMANN.

DISPUTE TAKEN TO KAISER

Zimmermann sent a copy of the letter to Secretary of Legation von Gruenau, his representative at headquarters, with this instruction:

Please inform the Commander in Chief and ask him if he does not share the view set forth in the last paragraph but one. Please also submit the matter to His Majesty.

He also sent to Holtzendorff and headquarters this message from Bernstorff dated January 21:

If time limit for sparing neutral ships and unarmed enemy passenger steamers is allowed, I still consider it possible that Wilson will only break off relations and not declare war, but rather redouble endeavors for peace.

CURT REFUSAL TO GIVE WAY

Holtzendorff sent his final decision to Zimmermann in this curt note:

Berlin, Jan. 25, 1917.

For military reasons explained, it is out of the question to extend time limits for sparing neutrals beyond February 12. It would likewise be contrary to preceding considerations, as well as to His Majesty's expressed desire, if the fixed limits were notified to the United States beyond the instructions given to Count Bernstorff. I have asked the Commander in Chief to inform me of his opinion.

As I am about to leave this afternoon for headquarters to confer with the representatives of the Austrian Navy, I cannot but emphasise again the imperativeness of announcing the U boat war to the neutral Governments early in the morning of February 1. The U boats commence the war on February 1, according to orders issued.

V. HOLTZENDORFF.

LUDENDORFF STOOD PAT

How the army chiefs backed up the navy is shown in this "urgent" despatch from von Gruenau, Foreign Office agent at headquarters:

Pless (Headquarters), Jan. 26, 1917.

Informed Commander in Chief (Ludendorff) according to instructions this morning. He wanted to communicate with the navy. No inclination to share Your Excellency's standpoint. Admiral von Holtzendorff informed the Commander in Chief shortly afterward of Your Excellency's letter, adding that he was declining because submarines had sailed already with orders, and modifications of orders could no longer reach them with certainty. He has inquired whether the Commander in Chief agrees with his answer. The reply was in the affirmative.

GRUENAU.

FINAL WORD BY KAISER

Zimmermann finally threw up his hands in this note to von Gruenau at headquarters:

Berlin, Jan. 28, 1917.

Count Bernstorff sends wireless dated the 26th inst.: After having had very important conference, request most urgently postponement till my next two messages are received."

I intend to reply: "Regret suggestion impracticable." Chief of the Admiralty agrees with answer. Please communicate with General Headquarters and obtain His Majesty's commands.

ZIMMERMANN.

The final decision, which meant so much to America, was conveyed to Zimmermann in this blunt message:

Pless (Headquarters), Jan. 28, 1917.

Suggested answer approved by His Majesty. General Headquarters likewise in agreement.

GRUENAU.

The world was shocked three days later with the announcement that the ruthless warfare went into effect next day.

Bolshevik Reign Of Terror In Finland

Spreading their national policy of ruthless terror, the Bolshevik forces recently crossed the border of Finland, burning and pillaging the unprotected villages as they advanced. This photograph shows a Finnish church in the White Sea territory wrapped in flames set by the torch of the Red Hand. The white crosses on the church stand out clearly against the black smoke of destruction.

A Life of Agony

Backache Positively Cured After 10 Years.

Rheumatism and backache are two of the most common and troublesome complaints in this country to-day. Thousands of people find work a torture, action of any kind a weariness, and bad weather a continuous dread, because of the rheumatic pains they are subject to, or the tiring backache pains they are never wholly free from.

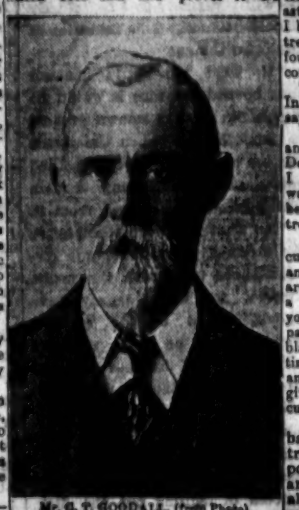
It is foolish to think that you cannot remove rheumatism from your system. It is dangerous to neglect backache pains or the other symptoms that mean disordered kidneys—headaches, nervous debility, bad breath, gouty or dropsical swellings, constipation, bladder weakness, or discomfort. If your kidneys are out of order they are not properly performing their work of keeping the blood free from poisonous uric acid, which is made every day by the waste impurities of the system. This means that the poison is retained in your blood. Uric acid takes the form of tiny sharp crystals, and it is quite easy to imagine how these cause terrible pains if allowed to accumulate.

Of all stubborn diseases, kidney trouble in any form is one of the most difficult to overcome. In many respects it is like Consumption.

Consumption is curable, if you can get at the germs, the cause of disease, but the germs of Consumption are so placed in the lungs as to prevent medicines touching them. That is why it is almost impossible to cure Consumption with medicines.

Kidney trouble is like Consumption—it is so difficult to the germs in the weak or diseased spot. When you take ordinary Kidney or Backache Pills or Mixtures, the drugs that they contain are very often useless for kidney trouble, because they never go near the kidneys, they simply go into the stomach, then into the bowels and away.

Now, if you purge the kidneys as you would the bowels, they will regain their healthy, active condition, and soon rid the system of uric acid. There is only one kidney remedy which does this and proves it—De Witt's Kidney and Bladder Pills. Read what others say about them.



Mr. G. T. GOODALL, (Press Photo).

Mr. G. T. Goodall, of Hampton Lane, Herne Bay, says :—

"For over ten years I suffered continuously with kidney trouble, the pains in my back being so severe that I could only bend with great difficulty. I was hardly ever free from the wearying, dragging pain. I tried all sorts of advertised remedies, without success, until 18 months ago I was given a sample box of De Witt's Kidney and Bladder Pills, and was astonished at the relief they gave me. I bought some more and continued the treatment, and after a short time I found I was absolutely free of my complaint."

This statement was made in 1914. In 1919, five years later, Mr. Goodall says:—

"I am now over 60 years of age, and in very good health—thanks to De Witt's Kidney and Bladder Pills! I always keep them in hand, and always recommend them as being the best thing I know of for kidney troubles."

De Witt's Kidney and Bladder Pills cure by going straight to the kidneys and bladder. Within 24 hours they are guaranteed to relieve the pain, and a blue tinge in the urine proves to you that the healing ingredients have passed right through the kidneys and bladder. This blue colour is their distinguishing mark. A perfectly safe and natural remedy, they never fail to give relief and hardly ever fail to cure permanently.

In a recent test, out of a hundred bad cases of kidney and bladder trouble, ninety-seven of them were positively cured by De Witt's Kidney and Bladder Pills. Of the other three, although such bad cases, two got so much benefit that they thought they were cured, but were not positive. The remaining one was a failure—the disease had gone too far.

De Witt's Kidney & Bladder Pills have cured many well-nigh hopeless cases. That blue-coloured urine positively proves to you that every part of De Witt's Pills has gone straight to the kidneys, as no other pills do.

KIDNEY & BLADDER

De Witt's Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., Laboratories, E. Croydon, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

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An Ideal Method of Saving and Investing Money at One and the Same Time!

'Wild Yarns' Of Bottle-Tapping Ridiculed

(*Literary Digest*)

Is it possible to remove the contents of a glass bottle and refill it with something else without touching the cork? So-called "refill-frauds" based on this supposed possibility, have been reported in the public press during several months past. As long ago as December 8, the Toledo Times stated that an apparently untouched bottle originally containing whisky might be found to yield only "a horrible-tasting concoction," the bottle having been "plugged" from the bottom. The New York Telegram specified "an electric needle," as the instrument used to tap the bottles, and other narratives tell how "virtually everything from tea to varnish" has been sold in New York lately under the genuine labels of one or another kind of alcoholic liquor. The New York World states categorically that Federal Judge Chatfield, in Brooklyn, investigated a report that water had been substituted by means of an electric needle in 200 quart and 148 pint bottles of Canadian Club whisky he had impounded, and found that there had been a substitution, but of an inferior grade of whisky. The investigation, we are told, was made "with the assistance of court clerks and newspaperman." The World goes on:

"The bottles were found to have been opened at the bottom with electric needles, but their contents was whisky. Spoonfuls of the contents were passed around, and it was the unanimous opinion of all that it was not the whisky the label called for and that a cheaper brand had been substituted. The liquid is impounded. It is evidence in a theft of whisky valued at $50,000, details of which have not been made public. Judge Chatfield did not take a sample."

All this seems definite enough. And yet the glass experts assure us that glass bottles positively can not be tapped and refilled, and that the press stories are "wild yarns." We read in The Glass-Worker:

"'Ask Quigley about refilling bottles from the bottom. If he is in a good humor he will laugh at you. If he is not in a good humor, he will throw you out. He has run down rumor after rumor of this kind but has never found a single case of it.' This was the final suggestion of two inspectors of long standing in the liquor department of the United States revenue service when, after being questioned if they had ever heard of tapping booze-bottles, said that in all their experience they had never seen a bottle which had been refilled from the bottom, nor had they ever heard of an authenticated case of this kind. 'See Quigley,' said they, 'he is an old timer and knows the game better than any one in the service.'

"'A little circular and sometimes jagged mark that appears on the bottom of all machine-made glass bottles, which is due to the fact that molten glass in entering the mold as clipped off at this point, has brought to the surface, lately, certain old stories dressed in new form, which when the facts are understood, are apparently fraudulent to the thinking mind. The seeming truth of these stories is aided by the reporting in the public press of numerous cases of wood-alcohol and narcotic poisoning which are alleged to be due to the restrictions placed upon the consumption of liquor by prohibition. The stories are all of the following character: That little disks have been drilled out of the bottom of bottles containing a high-grade liquor, the contents extracted through the opening, and the bottle refilled through this opening with anything from cold tea to inferior liquor containing narcotics, then the bottle is plugged up again.

"These bottles are confiscated by police officers, who, seeing the ring, suspect that some new fraud has been perpetrated. They give out the facts to the eager newspaper reporters, who see an opportunity for an interesting story. Investigators who have looked up the matter, however, have developed the following facts:

"1. That this method of adulteration is entirely unknown to internal-revenue officers who are always on the lookout for liquor frauds, also to liquor dealers themselves.

"2. That these stories have no foundation in fact but are due to suspicions which arise because of a lack of knowledge of modern machine bottle-blowing and the relationship between this process and the circular ring on the bottom of the bottle.

"3. That, as a matter of fact, such a hole can not be drilled in the bottom of the bottle and so plugged as to leave undamaged the bottle containing the alleged adulterated liquor. The last assertion is borne out by the fact that not even experts employed in glass-factories, with all the equipment of laboratories at their disposal, can perform this work, which, if possible, would make a man too valuable to the glass industry to render it necessary that he should resort to crooked practises in order to make a living. Large standing rewards have been offered to any one who could carry out this process, without producing such a person, and certainly if such a one is in existence, he can be assured of most lucrative employment in the glass and allied industries. It will be quite easy for any one interested to assure himself of the accuracy of these statements by breaking a bottle and rubbing his finger over the inside of the bottom where the ring appears on the outside. He will invariably find a perfectly smooth surface. This indicates at least two things:

"1. That the bottle has not been opened, because it would be impossible by any known process to smooth and polish the inside surface of the bottom of the filled bottle after reinserting a disk which had been removed from it.

"2. That if it were possible for the crooked party under any circumstances to smooth the inside surface, he would surely have smoothed the outside surface, which could be done so much more easily and thus have avoided all chance of detection and interference with his monopoly of this source of profit."

Many of the stories refer to the use of the electric needle in the process of drilling out the disk. This sounds plausible, but the trouble is, the writer bids us note, that glass is a non-conductor of electricity. For this reason it is used in wiring telephone and telegraph-poles and is entirely impervious to the electric current carried by the wire. He continues:

"The operator who undertakes to cut out bottle bottoms, using an electric needle, will encounter a mountain of trouble and eventually learn that he has undertaken a physically impossible task. Another fact developed is that all machine-made bottles show practically the same circular mark, whether intended to be used for preserved foods, pickles, beverages, or medicines. It is quite apparent that there would be no incentive to drill a hole in a bottle of such articles as pickles, but the circular mark is there nevertheless. Another fact that would seem practically to clinch the matter is that never in criminal history have liquor-dealers, glass-manufacturers, internal-revenue or police officers known of an actual authenticated case of this kind, nor has any one ever been caught in the act of so adulterating liquor so extracted, nor have any of the concoctions which are used as a substitute been found in bulk. In other words, as in the case of counterfeiting, for instance, it is not always to catch the counterfeiter in the act of defrauding the Government, but innumerable instances are on record of finding his tools, dies, and in uncovering the places where he has done the work. This whole story stands as a fraud on its face when the facts are known. There are some plausible features about it which can readily be converted into entertaining reading, but on the other hand, it is unfair to the public, even for the purpose of their entertainment, to print stories of this nature. Such stories may or may not hurt the glass bottle, but Old King Booze has received so many knocks here lately that it would seem hardly necessary to thus kick him again. When print paper is at such a premimum, it is unfair to defraud the newspapers with this type of story, which can only impair the confidence of the public in present-day journalism."

Shanghai College Voice

"The Voice," Shanghai College's monthly, for June, prints a good picture on its front cover of the proud basket ball champions of the East China Intercollegiate Athletic Association. Inside Professor Hanson gives sound advice to Chinese youth on "The Way to Responsible Government." He urges the formation of community clubs which should undertake the conduct of local enterprises, for example, public school. He says: "The Chinese community has in the past enjoyed considerable freedom in local affairs. This traditional autonomy should be jealously guarded and preserved for herein lies the great opportunity for schooling in citizenship. The governments of the village and the hsien are the ones that are intimately related with the every day life of each person. If these can be democratised they will prove real schools of democracy whose graduates will be prepared to deal with larger problems."

An attractive feature of this number of The Voice is contained in the short stories contributed by the students. Mr. Li Ging-biao of the class of '21 tells a story of a gambler who stakes his beautiful and accomplished wife upon a game of dice and loses her. By what clever trick she redeems herself as well as her husband makes an interesting plot.

Mr. Shi Dzen-ling, '22 relates the adventures of a country bumpkin who is taken in by a charming niece in Shanghai. His experiences in her fine motor car and her palatial home are all very wonderful to him, until his rude awakening, when she takes a costly necklace of pearls from a jeweler's shop leaving him to wait for her and fails to return. He has two years in jail to think over her gorgeousness.

Mr. Giang Bing-dji, '21 succeeds in building up a story in imitation of a classic, The Piece of String, which has good local touches of Chinese student life and is quite interesting on its own account.

BULGARIA HAS RICH HARVEST

Peasantry Too Contented To Consider Bolshevism, Say Reports

Sofia, May 7.—Bulgaria's 1919 crops were among the greatest in the country's history and those of this year promise even greater abundance. The country now has so much wheat and maize corn on hand that she is exporting part of it to Belgium and Poland. The present stocks of these cereals amount to nearly 6,000,000,000 pounds.

Everywhere one goes in Bulgaria he finds the peasant at the plow, in the factory, or at the trading center. He is a marvel of industry and thrift. He has too much homely wisdom and practical sense to bother with Bolshevism or any form of Communism.

Virtually all of Bulgaria's 450 factories and mills have resumed operations. There is, of course, an acute shortage of raw materials and certain equipment, but the Bulgarian manufacturer has found serviceable substitutes. Although it has only 160 locomotives in good condition, the Government maintains regular daily train service to Constantinople, Saloniki, Varna, Rustchuk and Belgrade.

You will keep dry all days inside Beacons

Rain cannot penetrate a Beacon" Coat. Over 30 000 Overseas Men and Women have found this to be true. They bought as you can buy—on the clear understanding that your money will be returned in full if the Coat leaks, goes sticky or fails in any way.

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NEVER GO STICKY OR LEAK

Beacon Oilskins are made for both sexes and all ages from 3 years old upwards, and are stocks by seasons before dispatch Abroad. You can see them, and buy safely, by ordering any of the following now, without waiting for the Catalogue.

THE CONNAUGHT COAT FOR MEN Smart Raglan Style, in China Silk Oilskin the lightest Oilskin Coat, made specially for Hot Countries; in Black, Yellow, Grey, Dark Green, Navy or Brown; Single Silk, 12-ozs. weight, 57/6; Double Silk—two thicknesses) 32-ozs. weight, 77/6. Hat to match, Lined Silk, in Black or Colours, 11/6.

THE PATRICIA COAT FOR WOMEN is exactly the same as the CONNAUGHT in material, Raglan Shape, weight, and price. The colours are different; Sage, Primrose, Amethyst, Navy, Black, Brown, Mole and Myrtle. Hats to match. Lined Silk, in Black or Colours, 11/6.

THE FALKLAND COAT FOR MEN is the lightest Cambric Oilskin made. Smartly cut, with easy Raglan shoulders wide 54-in. skirt, two big pockets, shoulders lined across, and storm tabs to cuffs and throat. 3 lbs. weight in Black, 38/6; in Grey green, Dark green, or Tan-brown, 42/- Sou'wester to match, 6/- and 7/- respectively.

THE PIONEER COAT FOR HORSEMEN is made of Double Oilskin throughout, with a Triple Overlap Blizzard-proof front, and an extra wide 120-in. skirt. It has a button-up back-vent 30-in. long, an inner extending-flap which completely covers the saddle, knee-straps, wind-cuffs, and 2 roomy pockets. Grey-green colour. 4 lbs. weight 59/6; the same Coat with a Wool Fleece lining and Sporting Belt to Buckle, £5 5s. Hayden Oilskin Sporting Hat to match, 7/6.

MINIATURE OILSKINS FOR BOYS AND GIRLS from 27-ins long (three year-old size) at 17/6, to 44-ins. long at 30/-. Ten compendious sizes, and prices. In Black only, the Girl's Coat has a belted back. Children's Sou'westers lined 4/6.

TO ORDER:—State Coat needed, Colour, Chest-measurement, height, and send remittance for price. We pay Postage and Insurance. Full money back straight away if you are not perfectly satisfied.

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"Who are the agents?"

This familiar query will be answered by this

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Andrews & George, 1 Foochow Rd.
Dalton Adding Machine Co.,
Mustard & Co., 22 Museum Rd.
Sundstrand Adding & Listing Machine
Barrett Adding-Listing-Computer
Golden Gem Adders
The Office Appliance Co., 22 Nanking Rd.

ALUMINUM WARE
Illinois Pure Aluminum Co.
Willits & Patterson

ANESTHETICS
Procaine (Novocain)
Kecior Chemical Co.
American Trading Co.

BALL BEARINGS
The Chinese S.K.F. Co., Ltd.

BANDAGES, CREPE PAPER
Dennison's
American Trading Co.

BEER
Asahi Beer
The Dai Nippon Brewery Co., Ltd.

BELTING
Edward R. Ladew Co.,
American Trading Co.
Gandy Belting Co. (Baltimore)
Arnhold Brothers & Co., Ltd.
John Tullis & Son, Ltd.
Arnhold Brothers & Co.
Edward Maurer Co., Inc.
Large Stocks—T. E. M. A.

BOILERS
Erie City Iron Works
American Trading Co.

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Barse & Hopkins (Children's & Novelties);
Badger (Gorham Press), (Miscellaneous);
The Century Co., (Miscellaneous);
E. J. Clode Pub. Co., (Miscellaneous);
Dodd Mead & Co. (Miscellaneous);
G. H. Doran & Co. (Miscellaneous);
Doubleday, Page & Co. (Sets & Miscell.);
Funk & Wagnalls (New Standard Dictionary
Literary Digest New 10 vol "History of the World War." Self-help English books.)
The Grolier Society (The Book of Knowledge)
Grossett & Dunlap, (Popular Action);
Harper Bros. (Sets & Miscellaneous);
Houghton, Mifflin & Co. (Miscellaneous);
Laird & Lee, Inc., (Diaries);
Little, Brown & Co., (Miscellaneous);
J. B. Lippincott & Co., (Medical);
McGraw-Hill Pub. Co. (Engineering);
The Ronald Press, (Business)
W. B. Saunders Co., (Medical);
Chas. Scribner's & Sons, (Miscellaneous);
F. A. Stokes Co. (Miscellaneous);
Chinese American Publishing Co.,
American Library Associates
American Technical Society
Comstock Publishing Co. (Scientific)
Columbia University Press
Denoyer-Geppert Co., Chicago (Maps)
Ginn & Co.,
Gregg Publishing Co. (Shorthand)
D. C. Heath & Co.
The Macmillan Co.
Yale University Press
Edward Evans' Sons, Ltd.
American Book Company, New York
G. & C. Merriam Co., Springfield
The University of Chicago Press
The Mission Book Company

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International Library of Technology
International Correspondence Schools

BOOTS & SHOES
Brown Shoe Co.
Willits & Patterson
F. Mayer Boot & Shoe Co.
The Menihan Co.,
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BOTTLES, HOT WATER, METAL
Gillette Mfg. Co.
American Trading Co.

BUILDERS' HARDWARE
Chicago Spring Butt Co. (Spring Hinges)
United Specialities Mfg. Co. (Auto. Sash Ad.)
Yale & Towne Mfg. Co.,
Mustard & Co., 22 Museum Rd.

BUILDING MATERIALS
Wm. Morris & Co., Ltd.
Arnhold Brothers & Co., Ltd.
Truscon Steel Co.
American Trading Co.

BUILDINGS, SECTIONAL STEEL
Truscon Steel Co.
American Trading Co.

BUTTER
Heyman—Australian & Danish
Mustard & Co.

CALCULATING MACHINES
Marchants, Monroes, Millionaires
The Office Appliance Co., 22 Nanking Rd.

CANDLES
Price's (China) Ltd.
Mustard & Co., 22 Museum Rd.

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Goodlu Reid & Co., New York
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National Cash Register Co.
American Trading Co.

CHECK PROTECTORS
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Technical Supply Co., 11c Nanking Rd.

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British-American Tob. Co. (China) Ltd.
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Wallen & Co.
Melachrino & M. Melachrino & Co., Inc,
Tobacco Products Corporation
Naturals: Schinasi Bros.
Tobacco Products Corporation
Teofani & Co., Ltd., London.
W. Sandorides & Co., Ltd., London.
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CONFECTIONERY
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Willits & Patterson
Sugaric, 68 N. Szechuen Rd.

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Wm. A. Rogers, Ltd., (Silverware)
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DICTATING MACHINES
The Dictaphone Co. of America
Technical Supply Co. 11c Nanking Rd.
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DISINFECTANTS
American Drug Co.
42 Nanking Road
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American Trading Co.
Lifebuoy Royal Disinfectant Soap.
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DRAPERIES, LINENS, ETC.
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American Trading Co.
Marco Light
Edward Maurer Co., Inc.
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China Mutual Trading Co.
Unilectric Corp. (Unit Electric Plants)
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American Trading Co.

ENGINES, GAS & OIL
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Edward Maurer Co., Inc.
Wolverine Marine Motors
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Ruston—T. E. M. A.
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Emile Regnieres & Co., Charleroi, Belgium.
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China Investment & Trading Co., Inc.
Chicago Spring Butt Co. (Spring Hinges)
United Specialities Mfg. Co. (Auto. Sash Ad.)
Yale & Towne Mfg. Co.
Mustard & Co., 22 Museum Rd.
Edward Maurer Co., Inc.
Large Stocks—T. E. M. A.

HEATING DEVICES
D. Moore & Co.,
American Trading Co.
Southard-Robertson Co. (Stoves),
Mustard & Company
Theron Stoves & Alcohol Fuel Cakes
Willits & Patterson.

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American Trading Co.
Commercial Union, 4 The Bund

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Employers Liability Assurance Corp., Ltd.,
Arnhold Bros. & Co., Ltd.
Motor Union Insurance Co., Ltd.,
Arnhold Bros. & Co., Ltd.
Queen Insurance Co.,
American Trading Co.
Scottish Union & National Ins. Co.,
Batavia Sea & Fire Ins. Co.,
Norwegian Atlas Ins. Co.,
Rayner, Heusser & Co., Tel. 898.
Commercial Union, 4 The Bund
The Norwegian Lloyd Ins. Co., Ltd.

INSURANCE, LIFE
Commercial Union, 4 The Bund

INSURANCE, MARINE
Asslecurational Generall
G. A. Rems, 44 Szechuen Rd.
Batavia Sea & Fire Ins. Co.,
Rayner, Heusser & Co., Tel. 898.
Employers Liability Assurance Corp., Ltd.,
Arnhold Bros. & Co., Ltd.
Phoenix Assurance Co.,
American Trading Co.
Commercial Union, 4 The Bund
The Norwegian Lloyd Ins. Co., Ltd.

INSURANCE, MOTOR CAR.
Commercial Union, 4 The Bund

INSURANCE, MISCELLANEOUS
Commercial Union, 4 The Bund

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LEATHER
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LEATHER SOBSTITUTE
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Otis Elevator Co.,
American Trading Co.
Smith, Major & Stevens, Ltd.
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American Trading Co.

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Mustard & Co., 22 Museum Rd.

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Allis Chalmers Mfg. Co.,
American Trading Co.
Sprout Waldron & Co.,
Arnhold Bros. & Co., Ltd.
Edward Maurer Co.
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York Mfg. Co.,
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Ingersoll Rand Co.,
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Bagley & Sewall,
E. D. Jones & Sons Co.,
American Trading Co.
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York Manufacturing Co.,
American Trading Co.
Large Stocks—T. E. M. A.

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Engelburg Muller Co.,
American Trading Co.

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J. Whitehead & Co., 9 Av. Edw. VII.
Chas. Cain's Son & Greenwood,
Arnhold Bros. & Co., Ltd.
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J. Whitehead & Co., 9 Av. Edw. VII.
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Arnhold Bros. & Co., Ltd.
Asa Lees & Co., Ltd.,
Arnhold Bros. & Co., Ltd.
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J. Whitehead & Co., 9 Av. Edw. VII.
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Edward Maurer Co., Inc.

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Arnhold Bros. & Co., Ltd.
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Edward Maurer Co., Inc.
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Large Stocks—T. E. M. A.

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Edward Maurer Co., Inc.
Large Stocks—T. E. M. A.

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American Drug Co.
42 Nanking Road
Chesebrough Mfg. Co.,
Mustard & Co., 22 Museum Rd.
H. K. Mulford Co.,
Davis & Geck,
Gillette Mfg. Co.,
Nestor Chemical Co.,
American Trading Co.

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Society of Chemical Industry in Basle
J. Meriau, 11 Av. Edward VII
Dr. B. Jayne & Son
Mustard & Co., 22 Museum Rd.

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American Drug Co.
42 Nanking Road
Bausch & Lomb Optical Co.,
Edward Evans & Sons, Ltd.

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Bear Brand,
Andrews & George, 1 Foochow Rd.

MOTOR CARS
Hamber, Ltd.,
Scott Harding & Co.
Ford Cars & Trucks
Wooden Super-Six
Essex
Dodge & Seymour

MOTOR CAR SUPPLIES
Klaxon Horns,
Andrews & George, 1 Foochow Rd.

MOTORCYCLES & ACCESSORIES
Excelsior Motorcycle Co.,
American Trading Co.

MOTOR TRUCKS
Bethlehem Trucks,
Edward Maurer Co., Inc. (Far Eastern Distributors)
Kissel—T. E. M. A.

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Estey Organ Co.,
Edward Evans & Sons, Ltd

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Maison de Nouveautes, 64 N. Szechuen Rd.

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Edward Evans & Sons, Ltd.
Shaw-Walker Steel Files,
Bodwell & Co., Ltd., 44a, Klangse Rd
Y. & E. Filing Systems
The Office Appliance Co., 22 Nanking Rd.
Macey & Co.,
United States Steel Furniture Co.,
American Trading Co.,
Art Metal Steel Furniture,
Burroughs Adding Machines,
Oliver Typewriters,
Ronco Duplicators & Copiers,
Reliable Safe & Lock Co.,
Victor Safe & Lock Co.,
Rebuilt Typewriters—All Makes,
Boston Pencil Sharpeners,
Venus Pencils,
Caribbonum Ribbons & Carbons,
Andrews & George, 1 Foochow Rd
Remington Typewriters
Remington Ribbons & Carbon Paper,
Steel Equipment Co.,
A. B. Dick Mimeograph Co.,
Dalton Adding Machine Co.,
Chicago Mirror & Art Glass Co.
Mustard & Co., 22 Museum Rd.

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National Optical Co., 49 Nanking Rd.
Standard Optical Co.,
Technical Supply Co., 11c Nanking Rd.

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Willits & Patterson
Boston Varn. Co., (Kyanize)
China Invest. & Trading Co., Inc.
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Dodge & Seymour
Certain-teed Products Corporation
Truscon Laboratories,
American Trading Co.
Velvatine—T. E. M. A.

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Mustard & Co., 22 Museum Rd.
Impression and Manifold Papers
The Office Appliance Co., 22 Nanking Rd.
Maurice O'Meara Co.,
Edward Maurer Co., Inc.
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Andrews & George, 1 Foochow Road.
H. Dieden & Co., Ltd.

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Joseph Dixon Crucible Co.,
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Lever Bros. (China) Ltd.

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42 Nanking Rd.
H. K. Mulford Co.,
Davis & Geck,
Nestor Chemical Co.,
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P. S. Errickson Shanghai Manager
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York Safe & Lock Co.
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The Office Appliance Co., 22 Nanking Rd.
Reliable Safes & Locks
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Andrews & George, 1 Foochow Rd.
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Underwood Typewriter Co.
Bodwell & Co., Ltd., 44a, Klangse Rd
Oliver Typewriters
Rebuilt Typewriters—All Makes
Andrews & George, 1 Foochow Rd.
Fox Baby Portable
National Portable
Rebuilt Typewriters—All Makes
The Office Appliance Co., 22 Nanking Rd.

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IBANEZ DISCLAIMS CAVE MAN IDEAS

Wants To Get That 'Treat 'Em Rough' Talk Straight Before He Sails

SAYS HE'S EVEN ABASHED

Will Incorporate His Views Of America And Americans In His Next Novel

New York, May 27.—Vicente Blasco Ibanez, Spain's foremost modern novelist,—who was represented as being an advocate of "treat 'em rough" tactics as the best way to control the over-independent American woman, says he was misrepresented and he wants to get the matter straight before he returns to Spain—he expects to sail about June 9. He wants to correct the "unfortunte" impression created by an "inaccurate" account of an interview given by him to a Philadelphia reporter a few months ago.

"I don't hold it against that Philadelphia reporter," he said in a recent interview, "but he doesn't speak good French. At any rate, he did not understand me on that occasion.

"Certainly I am not an advocate of cave man tactics. I do not believe in rough treatment for the women. I have never treated them roughly. I am just the opposite myself. I am even abashed in the presence of women.

"The articles, published and republished all over your country about my criticism of the way American women are treated, got me into no end of trouble. A woman in Europe who is a friend of mine, after reading the article, wrote me a note saying, 'My How you must have changed in New York!'"

Other friends in Europe wrote him asking "how he got that way?" or words to that effect. And he had to write letters of explanation.

"And acquaintances that I had made in America," he continued "stopped me on all corners to congratulate me on the marvelous success of my publicity venture. And lots of people still believe I really said it in order to get my name before the public.

WHAT HE REALLY SAID

"What I really said to the Philadelphia reporter was this: American women have too many liberties—much more than in other countries. Some of them take advantage of these liberties. I should say less than half of them do take advantage of them.

"I do not think I am narrow in my views on the subject. I am in favor of Woman Suffrage, and I approve of women in business. I think women should have all reasonable liberties.

"But many women, you know, have the tendency to become tyrants. All they need is the chance to become tyrants, and on the hither side of that chance is where I think a limit should be established. I do not want to be a tyrant myself, but I certainly would not consider a situation bearable where womankind had the upper hand."

"Do you think the American woman less modest than women of other nations, and than she should be?"

"That can't be explained in five words," he said. "You Americans want the biggest problems solved in the fewest words and the shortest time. You are all like Gordon Bennett in that. Gordon Bennett went to lunch in Paris one day with a members of the Institute of Astronomy. During the lunch Mr. Bennett said to him: 'One of these nights I want you to explain in fifteen minutes all about the stars and the heavens.'"

INFORMAL AS TO ATTIRE

The interviewer refrained from arguing the question, for Senor Blasco Ibanez is a very impatient man, and at times perhaps a little irritable.

Also he is of a very informal sort. He doesn't worry about morning, afternoon or evening dress, but apparently considers one type of costume fitting for all "at home" functions. The reporter has visited him at his quarters in the Felix-Portland Hotel on three occasions, and on each he was wearing pajamas and a bathrobe. Visitors come and go, ladies and gentlemen alike, and Blasco Ibanez, in a nice old bathrobe, easy slippers and black and white pajamas, sits and talks to them all and doesn't seem a bit abashed.

"Is America money-mad?" the reporter asked.

"America is a business country," Senor Ibanez replied. "People are busier here than in other countries. There are many people seeking money, but there are others who are not. But New York—you've got everything, every sort of person here."

FIVE AMERICAN GROUPS

"But what about America's profiteers—men who are becoming disgustingly rich by robbing other men?"

"Oh, the same thing is happening all over the world," was the answer. "Profiteering is bad, very bad; but, as a whole, humanity is not good. The party who complains will do the same if he gets a chance."

Ibanez has travelled in all sections of the United States. When he gets back to Spain he purposes to write several novels which will carry his impressions of America. He intends to weave his stories into American settings, but he admits that he has had more to learn about America than the he had imagined.

"In my mind," he said, "I have divided the people of the United States into about five groups. The people of New York form a separate group, for New York is not like any other part of the United States. Another group are the people of the East, as represented by the people of Boston, Philadelphia and such cities. The central figures of a third group is Chicago. The other two groups are the people of the Far West, for example, California, and the people of the South."

Senor Ibanez would not point out any characteristics that distinguish the people of one group from those of another, but he did admit, when pressed and encouraged, that least of all his groups the people of the South have forgot how to be happy. The reason he would not go into detail, he said, is because he is going to write a book on the subject.

AMERICAN LITERATURE

The interviewer next asked him if he thought the United States was backward in literature and art. He did not think so.

"The United States is not much more than a hundred years old," he began, "but it can boast of everything that other countries have in literature and art. In one century America has given to the world two great literary figures, Edgar Allen Poe and Ralph Waldo Emerson. There are many others, but everybody knows these two."

Ibanez does not think the war and the economic and political struggles which have followed it will result in an improved literature. He does believe a different literature will result. He is of the opinion that there will come a literary reaction, a literature that is not strenouous as war is trenuous, or exciting as life, keyed up as it now is, is exciting, but the very opposite of these, a quiet, soothing literature, perhaps romantic and somewhat like that which came after the French Revolution.

HUMAN ANOMALIES

"Humanity likes to read just the opposite of what humanity is. The shopkeeper, a peaceful man, likes to read of wars. The fighting man likes to read of peace and quiet. Nobel is the best example of this. Nobel invented dynamite, but he left his money for use as a spur to literature specifying that that literature must be only of the idealistic kind."

Ibanez declared he knew nothing of the American labor situation, but he intends to study up on it, for he wants to leave no particle out of these books he is going to write. He feels assured that society will continue as it has been. He believes that there will be no revolution. "The man who works only with his hands," he said, "will never be above the man with brains."

The last question was: "What do you think of American newspapers and newspaper reporters?"

"The newspapers are all right," he answered, "like those in every other country. The reporters are here like in other countries too. Some are clever and some are stupid; some are discreet and some are indiscreet."

He closed with "I used to be a newspaper man."

On The Art Of Spreading The Dew Thick On The Rose

BY JAMES J. MONTAGUE

Sunday—We have been married—and in secret. Marriage, we have both agreed, shall not ruin our careers. We are to see each other Thursdays and Mondays—at breakfast. That will leave me four five-hour days a week to carry the hod. Sundays to attend the chowders of the Thomas J. Clancy Association, and an evening off now and then to spend following down the newest rumor of the fellow that has the barrel of Scotch that he wants so sell at cost. It is ideal.

Tuesday—She is as pleased as I am with the arrangement. I doesn't interefere with her laundry work. Incidentally, I don't want it to. Four-fifty a day she gets, with carfare each way, not to mention what she brings home in the basket in the way of cold tongue and an extra five pound of sugar now and then. Far be it from me to ruin such a career as that.

Friday—The dew is still on the rose, but not so thick as it was at first. And you can't write your name on the butterfly's wing for the dust like you could, either. Yesterday at breakfast I told her about the strike and asked her would she give me two a day while I was out with the union.

"What do you want to go on a strike for, you big bum," she asked. "Do you think these hot breakfasts, with bacon and coffee and all, don't cost nothing in times like these?"

"I know," I said, "but do I get the two?"

"You do not," she replies, and reaches for the carving knife.

And we thought it would be a perfect!

Tuesday—We had breakfast, as usual, yesterday. But we agree that we are rushing too madly into matrimony. Twice a week is too often. We are getting to know each other too well for romance.

"Why don't you eat some of them eggs, Barney?" she asked me.

"Eat them!" said I, surprised.

"Yes, eat them," said she. "You can get cheaper dye for your shirtfront at the drug store."

No one who truly loved another would speak to him thus. I suggested that we should thin our romance to twice a month. She agreed with me. She loves me, but she says she is getting a little too used to me.

Wednesday—We have met again after a fortnight. She told me her last employer had asked her to wash an extra pair of sox and she was temporarily out of a place two days a week. She wanted to know if I would make it up to her out of my wages.

"No," said I, just like that "no."

"Oh, you won't, won't you, you loafer!" she replies.

"Well, after this, you can get your own breakfast." This led to words. We have agreed to see each other but once a month. That may bring back the old love.

Saturday—She was manicuring her nails when I came in to breakfast yesterday. "Hello!" I said. "Here we are again!"

"Oh," she said, "it's you, is it! I thought you dead or something.

"Have you missed me?" I asked tenderly.

"Yes," she returned, "like I used to miss the measles."

"You don't love me?"

"You're beginning to be a good guesser."

I thought it was time to be firm.

"Woman," I said, "you are my wedded wife! Don't ever get that out of your conk. I take no back talk from you or nobody like you, see! Now hustle around and get the bacon and eggs or I leave—see!—leave forever!"

Handy by was a chair. When she was reaching for the tongs I grabbed it up and let her know who was boss.

She burst out crying and fell in my arms.

Sunday—She wouldn't let me go. We're taking all our meals together, and every night we go to the movies. Sometimes at breakfast there's an argument and a little crockery is damaged, but who cares about a few dozen plates or tea cups when he has found the true romance?

Sometimes I have hard work carrying the hod for the pain in my side where the potato-masher landed last, and now and then she has to use a lot of face powder to whiten the under sides of her eyes after some slight difference of opinion.

But the dew is on the rose and the dust is as thick on the butterfly's wing as it is on the tops of the picture frames, and that's saying something.

As to this twice a week stuff, it's all right for people who never felt a genuine affection. But until you've been crowned with a gravy boat and retaliated with a coffee pot you don't really know the Mrs., and if you aren't acquainted with her how are you ever going to love and cherish her, like a good true, tender, loyal husband should?

EXPECTS CUT IN SILK PRICE

World Girdler Says They May Fall 50 Percent In Japan

New York, May 30.—Silk shirts may not be such a luxury in a few months, according to M. V. Merchant, who has arrived at the Hotel Pennsylvania on his third trip around the world. Mr. Merchant came to New York direct from Bombay, India, and prior to going there he spent some time in Singapore, Hongkong and Japan.

"This country seems to be a little behind in its agitation against high prices," said Mr. Merchant. "Some time ago a movement against increasing prices was started in Japan with most effective results. When I was there it looked as though silks would be cut about 50 percent. Interest in exports has been greatly stimulated during the last few months, and from the indications I believe a large supply of Japanese silks will reach this country. The material reduction in the prices of these goods should be felt at least next Fall. The Japanese are coming to understand the foreign markets more and more and are turning out some very wonderful lines.

"There is a great awakening throughout India. Of course this is the direct result of the war, for the people came to realise the immense need for a sufficient production in their own country of articles necessary to everyday use. Export conditions there are also improving and money is becoming freer. Extensive plans are being laid for a greatly increased output in textiles, particularly cotton, throughout India, and they are looking to this country for much of the machinery needed in developing this industry."

Mr. Merchant is here in the interests of some large insurance companies that have offices in Bombay, and has been making a comprehensive survey of conditions in other countries. His presence in this city is directly due to the organisation of a number of our large insurance companies into an American-Foreign Association, which will establish branch agencies in other parts of the world.

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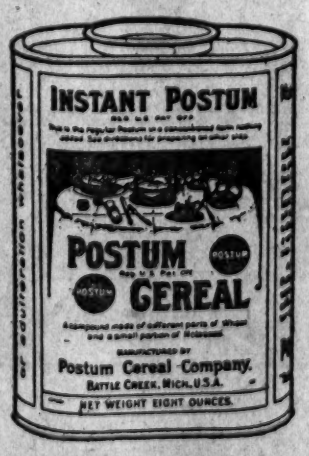

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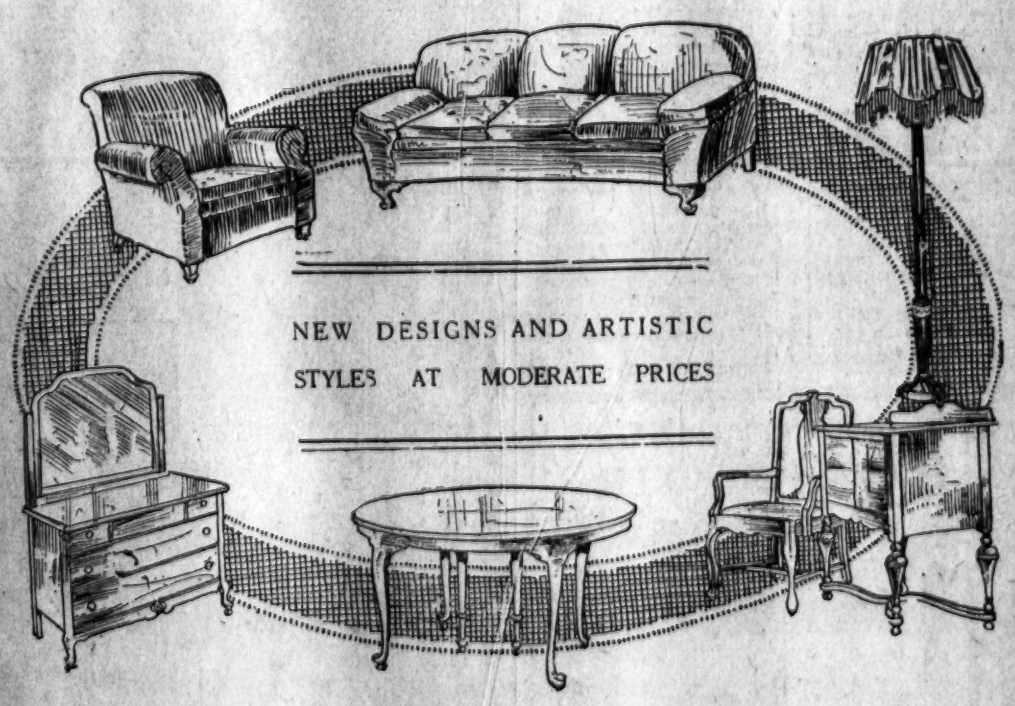

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Washington's Safest Place From Rattlesnake Raids Is Senate Office Building

Everybody Is Making Something And Several Of Our Most Distinguished Lawmakers Carry About With Them Little Doses Of Their Experiments To Electrify Friends

BY CHARLES MICHELSON

Washington, May 15.—This story should really be signed by "The Diplomat" or "The Chaperon" or some other of the subtle pen disguises Washington correspondents use to convey an adequate sense of the absolute insideness of the information conveyed.

I was seeking some light from a high Government official and my name was carried into him in the usual formal way and I was in due time ushered into the presence. As I entered the door the statesman said to a man in the uniform of a Brigadier General, with whom he evidently had been in conference:

"I think that settles the Pilsudski problem."

"Perhaps," replied the soldier, while I hung back, not wishing to seem curious about an official conversation, "but I have been told if you let the stuff stand in a big container for a week, until every bit of fermentation is complete, and then add half a pound of sugar and bottle it as soon as that is dissolved it will carry exactly the right amount of effervescence."

Then I realised that the conference was not in regard to the Polish patriot who is standing off the Bolsheviki but concerned the problem that is engaging the attention of Washington, official and unofficial, to the exclusion of such trifling questions as the League of Nations and the probable candidates of the two conventions, and was not therefore barred to a mere gatherer of news.

TOO FOAMY

It seems that the staggering difficulty encountered with home brew is that it develops an excess of yeast, so that when the cap is lifted from the bottle the content geysers all over the shop. Elaborate filtering processes, or the expedient of age, took care of this in the breweries in the bad old days, but the conveniences of the modern Washington flat hardly admit of those remedies for a deplorable condition, and the whole capital apparently is seeking to solve the problem. By reason of a certain pleasing euphony the name of the Polish General has been bestowed on a bottle of the ultra foaming subterfuge, just as the pint flask of the neo-bootlegger days came to be known as "Shorty."

The statesman had been suggesting the perforation of the bottle cap with a needle, which was to permit the slow escape of the surplus gas—the minute orifice to be stopped with a drop of solder when the process had reached the psychological moment—as the result of his researches. He admitted that the effect of his experiment on a couple of dozen bottles made his cellar sound like a round house with a flock of locomotives hissing off steam, and yielded a brewromatic effluvium but, as he philosophically quoted: "You can't make an omelet without breaking eggs."

The incident illustrates the reverence with which the Prohibition laws are being observed at the seat of Government.

SENATOR'S SOLUTION

There was another discussion of the Pilsudsky question at the other end of Pennsylvania Avenue that threw a little more light on the absorbing question. A Senator, one of the world's authorities on international law, is authority for the statement that the solution is absolutely simple; that it is only a matter of adequate filtering to eliminate the surplus yeast.

He quotes one of the capital's most eminent bartenders, a guide, philosopher and friend of the pre-Volstead era, as saying that the use of an ordinary felt hat—boiled to insure against the obtrusion of dyes in the brew—as a funnel is all that is required to prevent the super-excitement of the home product, which has caused the loss of as many as half a dozen bottles out of a batch by explosion.

BOOTLEGGING LAW MAKERS

Everybody is making something, and some of our most distinguished lawmakers carry about with them little doses of their successful experiments to electrify their friends. There is a sherry—at least it tastes and smells like sherry—that has become so famous that it has been called after its introducer—one of the local Judges. He has been generous in revealing his secret, so now the "Judge's Dry" is having quite a vogue. This has probably something to do with the raisin famines, for the stores have all they can do to keep their stocks within hailing distance of the demand.

It must not be supposed from this free hand recital that there is no enforcement of Prohibition legislation in Washington. Every now and then some wicked unimportant sinner is caught with a still as an annex to an ambitious boot-legging industry and is sternly dealt with.

But home brewing and fermenting is classed as a social amusement or a scientific experiment. We even hear glowing reports of the palatability and potency of Police Peach Brandy; and Secret Service Applejack has won itself an enviable station among the institution of the capital.

REAL OLD STUFF PLENTY

As to the real old stuff there is as yet no scarcity.

You can get it by the bottle or by the case at $18 a quart, and there are almost as many life-saving stations for its procurement as there are gasoline stations and they are not harder to find.

One of the big hotels is without a supply service for the forbidden juice. To forestall a flood of inquiries from prospective visitors of acutely law-abiding sensibilities I must admit that I do not know which it is. Inquiry of the first bell boy at any of them will reveal to the guest if he has picked the unique establishment.

The bell boys generally either have it on tap or know where to get it, but they have no monopoly. It is a poor taxi driver who cannot contribute the needed information. True to Washington's habit of courtesy to visitors, almost anybody will direct a stranger. The messengers at the Capitol, and indeed at most of the Executive departments are more or less directly in the business.

REASONABLE REFERENCE

Some precautions are taken. An introduction, such as is necessary in order to open an account at a bank, is generally required at the establishments that are in the business regularly, but any reasonable reference suffices.

There is a distinguished looking old Southerner, who once held a rather important Government post, who has developed the from-producer-to-consumer idea. He has a place in a neighboring State, the front door of which is in one county while the back yard is in another. By scrupulously refraining from any business in the county of his residence he avoids embarrassing his own Sheriff, and the automobiles that drive up the back way are not molested. His product is moonshine, but of so excellent quality that it sells in competition with the bottled in bond stuff. No proud and towering distillery of the days gone by was more meticulous as to its product or more jealous of its brand than is this patriarchal friend to the thirsty.

There seems to be a genuine scarcity of gin, for the old stock is running short, and the recipes for making it in the many books that have been generously circulated since the Volstead act went into effect have not proved satisfactory. However, research work is in progress. A naval officer of rather conspicuous rank thinks he has solved the difficulty, but says he wasted half of his treasure of five gallons of grain alcohol in experiments.

SOME ROBBERIES GENUINE

As in other places there have been many robberies, some genuine, the others merely camouflaged burglaries to get stocks on which the Government still had its hands out to where they could do somebody some good.

The police reports record few of these robberies, the victims generally bearing their losses in heroic silence for obvious reasons. Gossip supplies the lack of definite information on this subject. There is a circumstantial story that Senator Knox was the victim of a cellar raid but the Senator's headquarters authorises a denial, stating that, in the first place, the Senator had no stock, and, in the second place, that it was all used up long ago.

Senatorial courtesy should, however, supply any lack on the part of Senator Penrose's candidate for President, for, according to rumor, not unsupported by direct testimony, the Senate office building would be the safest place in Washington in the event of a raid by rattlesnakes.

The psychology of the almost universal ignoring of the Prohibition law, excepting for rudimentary precautions, on the part of the population of Washington, including practically all the officials, high and low, who were not teetotalers in the first instance, appears to be that no turpitude seems to attach to violation of the statutes. The boot-legger suffers from the selfish commercial element of his occupation, of course, but the amateur moonshiner grows rather than diminishes in social stature as his success becomes known.

LADIES PROUD OF SKILL

The ladies, both those who figure in the society columns of the newspapers and those who fill their husband's dinner pails when they go to work, are producing cheer of more or less virtue, each according to her opportunities, and are proudly displaying samples of their skill at whatever social gatherings they attend. There is hardly a bridge party that does not have its competitive showing of home-made wine and home brew is exchanged over the back-yard fences in humbler quarters.

The old Southern families come out strong in the competition. Recipes handed down since old plantation days have been brought into action again and the family that has among its retainers a white-woolled butler who used to attend to these little things for "Ol' Marse" has acquired new luster.

If you can pay for it you can get all you want, of any grade you care for—in which beatific condition Washington seems to march with the rest of the country.

Lives Long In Cave, Fearing Firing Squad

Ohio Youth, Who Deserted To Visit Wife And Baby, Surrenders After Two Years

Chillicothe, Ohio, May 15.—Stories of how a neighbor deserter from the Union Army during the civil war had been brought to bay in a nearby village by a United States Marshal and shot, brought visions of a similar fate to Carl Amerine and impelled him to hide in the hills almost two years rather than face a firing squad at Camp Sherman.

Amerine, drafted into the army, left a wife and two-year-old babe at home, in the quiet, picturesque hills. He could neither read nor write and the largest village visited in his twenty-four years had numbered less than a thousand inhabitants. The bustling thousands at the camp, military restraint and customs weighed heavily on him and an impelling desire to see his wife and baby boy led him to quit camp to see them without obtaining permission.

At home, his father, a tottering veteran of the civil war, told him he was a deserter. Visions of the firing squad flashed through his mind. Kissing his wife and baby good-bye, he took to the rugged hills.

There Amerine found a cave in which he spent most of the time, venturing forth only at night and at times during the day when there was little chance of being seen. His only fare was such scanty food as his wife could get to him, herbs and wild berries gathered from the woods and fields, and such wild game as he could catch. The cave in which he lived is said to be large enough for only one person and could have been defended against many. So closely did he watch all approaches to his hiding place that until a few days ago he had been seen by no one except his wife and a brother-in-law.

Military authorities had abandoned the search for Amerine. Three weeks ago an attorney friend of the family became interested and implored the wife to have her husband return and give himself up. She steadfastly held that her husband would be shot if captured and refused to have him return.

Clarence Stone, of Adelpha, managed to get word to the youth last week that his was not a case of desertion and there was no danger of a firing squad. Amerine cautiously left his hiding place last Monday night and visited Stone's home, where they went over the situation. He agreed to give himself up.

Early Thursday morning Amerine again went to Stone's home. His wife brought his uniform, which she had preserved for him and had neatly pressed for the occasion. With Stone and an attorney, Amerine went to Camp Sherman and surrendered to the Adjutant. He made no comment except to express himself as being well pleased that "it is all over."

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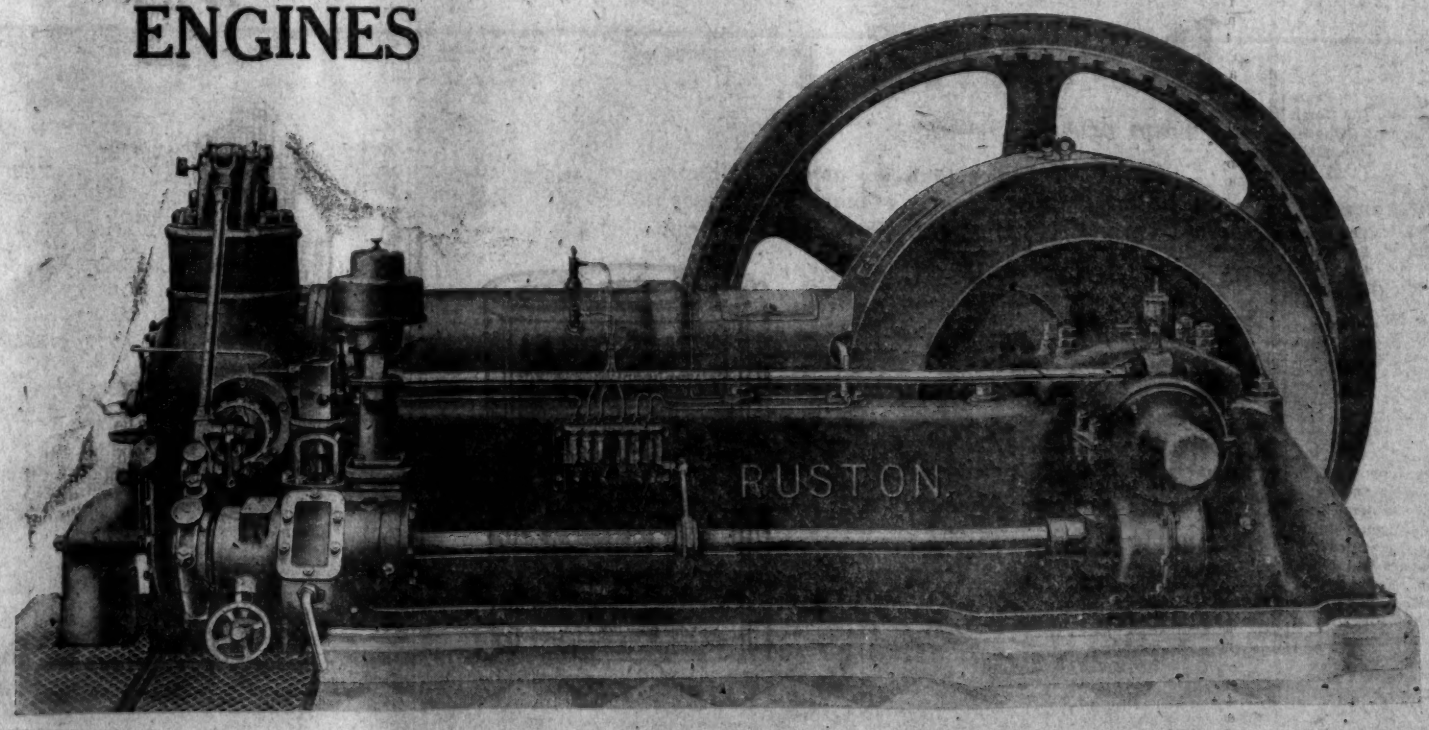

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AND MOM READS IT.
SINCE WHEN ARE YOU GETTING MAIL, YOUNG MAN?
HE HASN'T GOT IT YET
GUILTY CONSCIENCE
WHEN YOU'RE THROUGH WITH IT LEMME SEE IT.
GOSH IT'S A FAMILY LETTER.
THIS DIZZY BIRD ONCE WROTE A LETTER TO HIMSELF. AND HE RECEIVED NO ANSWER
HE AIN'T WRITE
I KNOW HE'S IN TROUBLE
CALAMITY JANE
BUBBER BROWN DERBY
HOW I WROTE THREE LETTERS TO DAY=I.O.U
THAT'S HOW HE WAS ABLE TO BRING DEARIE A BOX OF CANDY FOR A CHANGE
YOUNG NUISANCE
MAIL MEANS NOTHIN' IN THE KID'S LIFE, BUT VIOLA THE CAT WISHES HE WOULD "LET 'R" NINE LIVES ALONE.
MAYBE IT'S AN INVITATION TO A SURPRISE PARTY. IF IT'S FROM A GIRL HE'LL NEED A COAT OF MAIL.
HOW'S THE STAMP PLACED?
HE'S A WISE BIRD FOR HIS AGE IS GRAND POP.
HEY SILLY, I ALWAYS HAVE MY "PRIVATE" MAIL SENT TO GENERAL DELIVERY.
"COMEDIAN"
I WISH I HAD A GAS MASK FOR MY EARS
HATTIE IS INTERESTED IN LETTERS, BUT SHE INSISTS ON A PARIS STAMP IN HER HATS.
DON'T WRITE "PERSONAL" ON A POST CARD!
HOW MANY PAGES IN A LETTER?
OL' JOHN DON'T

TRY IT IN YOUR BATH
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BERNSTORFF SAID 'HOUSE IS USEFUL'

Favored His 1916 Trip To Berlin, As We Were 'So Poorly Represented'

HIS ESTIMATE OF WILSON

He Thought His Election 'The Lesser Evil,' Having Feared Root's Influence

Berlin, May 26 (Associated Press)—Official documents were published here today covering letters writen by Count von Bernstorff, the German Ambassador to the United States, written from Washington to the Berlin Foreign Office between March, 1916, and January, 1917.

A large portion of the correspondence deals with President Wilson's pre-war attitude toward Germany and Great Britain and his re-election to the Presidency. Regarding Colonel Theodore Roosevelt, Count von Bernstorff declares in a letter written in March that "influential American circles will not countenance wild Theodore," and then proceeds:

"So much is certain—Wilson does not want to be drawn into the European war. This has been stated by Colonel House both in London and Paris."

Bernstorff refers to the "unprecedented ovation" given him at the opening of the Austro-German bazaar in Madison Square Garden.

"In a letter written in May, 1916, Bernstorff said.

"The best to be said about the American Government is that it is more neutral than influential circles here." He refers to the Irish-Americans as having "gone over to a man."

In June Bernstorff wrote:

"Colonel House continuously asks me to impress upon you that we should not show a great desire for peace, as our enemies would take this as a declining attitude."

In November, in an extensive report on President Wilson's re-election, Bernstorff said:

"I regard the issue favorable to us, or, pessimistically speaking, I regard Wilson as the lesser evil. If Hughes had been elected we would have stood a bad chance with people like Root, Bacon and Wickersham in the Cabinet."

The last communication sent by Bernstroff was a cablegram dated Jan. 4, 1917, in which he advised the Foreign Office to issue an official statement in acknowledgment of Ireland's right to self determination.

"As it is understood here to be impending that the British Imperial Conference will grant Ireland self-government," said the cablegram, "our statement should be issued immediately, so that the British concession may appear as a consequence of our declaration."

Bernstorff's Estimate of House

Colonel E. M. House was recommended to the Foreign Office by Count von Bernstorff when the former made his second trip to Europe early in 1916 as President Wilson's personal representative, according to letters from the Ambassador to Gottlieb von Jagow, at that time Foreign Secretary.

"Viewed from the local point of view," Count von Bernstorff wrote on Nov. 23, 1915, on the eve of the Colonel's departure, "the mission of Colonel House appears to me desirable, especially as the United States is so poorly represented in Berlin. Colonel House is wholly neutral, very discreet and deserving. Confidences could contribute much to the betterment of mutual relations."

Count von Bernstorff informed his superior in the same letter that Americans were at that time chiefly interested in "the restoration of peace and the abolition of militarism and navalism." He added that Germany would be "able to compel England to recognise the freedom of the seas only if supported by the United States and if Germany consented to end militarism."

"If I receive no reply on this point from your Excellency," he concluded, "I will continue to treat Colonel House in a dilatory manner. Up to now he has been very useful to me."

A letter from Dr. Solf, Minister of Colonies, to Dr. von Jagow reported the former's conversation with Colonel House at the American Embassy in Berlin late in January, 1916. In it Colonel House was credited with statements relative to the political situation in England.

President Wilson's emissary was quoted as describing Viscount Grey, then British Secretary of State for Foreign Affairs, as "the most tractable English statesman." It was said he declared Viscount Grey was "eminently suited and also ready to negotiate, and his imminent retirement from the British Cabinet would not only be undesirable, but liable to prove fatal to Germany."

Colonel House was alleged to have told Dr. Solf there was a strong anti-American feeling in England at that time, and that "Germany was not aware of the extent to which unfriendly notes were being exchanged between Washington and London." He was quoted as expressing regret that "no arbiter was available, since England had indicated her lack of faith in America's impartiality."

Sentiment in England then underwent a complete reversal, it was said, and it was out of the question to bring up the issue of a revision of the doctrine of the freedom of the seas.

A memorandum of a conversation Colonel House had with Dr. Theobald Bethmann Hollweg, at that time Imperial Chancellor, has also been published by the committee. The Chancellor deplored the fact that Count von Bernstorff and Dr. Dernburg had exploited the issue of the freedom of the seas, which, he said, "has injured German's cause in the United States." Colonel House was said to have given the Chancellor the impression that Viscount Grey had indicated that the matter could be discussed, but that Premier Lloyd George had peremptorily rejected the suggestion.

A letter from Baron von der Lancken, German Governor of Brussels, to Count Montgelas, then in charge of the American Division of the Foreign Office, briefly reported conversation the former had had with Brand Whitlock, American Minister to Belgium, in January, 1916, in Brussels, after Mr. Whitlock's return from the United States. The American Minister was reported to have said that President Wilson had assured him in a confidential talk that he was "no sworn foe of Germany," and that, "on the contrary, the destruction or political weakening of Germany would not be to the interest of the United States, whose chief political aim was freedom."

Mr. Whitlock was quoted as having told Baron von der Lancken he was "offered $500,000 in the United States to retire from the Brussels post and devote himself to a lecture tour in behalf of German rule in Belgium."

During the Spring of 1916 Count von Bernstorff implored the Foreign Office not to address and "snarling" notes to the American Government until "pending negotiations" had been satisfactorily concluded. He also urged that an end be put to peace discussions in the German press, so that "the impression that the United States was acting on behalf of Germany might be avoided."

"Gerard will like that!" Colonel House remarked yesterday when he was told of the Berlin despatch to the effect that Count von Bernstorff had recommended Colonel House's mission to Germany as "desirable, especially as the United States is so poorly represented in Berlin."

The Colonel's only other comment on the correspondence made public before the German Parliamentary committee inquiring into the war concerned the letter from Baron von der Lancken, German Governor of Brussels, alleging that Brand Whitlock, then American Minister to Belgium, stated that President Wilson had assured him that he was "no sworn enemy of Germany."

KRASSIN'S MISSION DISQUIETS FRENCH

They Fear It May Result In Peace Between England And The Soviets

RED REGIME TOTTERING

Ask Why British Business Should Choose This Moment To Support It

BY WALTER DURANTY

Paris, May 28.—France views Krassin's visit to London with a somewhat fishy eye. It is not quite that the French do not trust Lloyd George, but they have an uncomfortable feeling of never knowing what he will be up to next, and in regard to Russia especially they are convinced that the voice of British big business is likely to shout down consideration for Britain's allies.

The statement attributed to Krassin by the British press that the chief object of his visit is to negotiate peace is less alarming in itself to France than the fear that he means by that peace with England alone, or, in plain language, that England and the Bolsheviki, between them, may steal a march on France.

French sentiment about Russia is affected by four factors. First, the French know that, despite their alliance with Great Britain, there exists a state of rivalry between the French and British regarding Russian trade and finance, to say nothing of political and military influence.

Second, the French have chosen to back Poland, in preference to Russia, as their ally—against Germany of course in Eastern Europe. They cannot fail to realise that the Soviets want revenge against Poland if they can get it, and, although there is little anxiety in Paris about the present Russo-Polish military situation, no one knows what might happen if Soviet Russia became strong.

Third, there is Russia's debt to France, which, including advances during the war, amounts without unpaid areas of interest to upward of 20,000,000,000 francs gold. The only real asset the Bolsheviki have left in Russia is gold. The French decline to be deceived by the pretext that the payments made in gold to Esthonia, Sweden—or Great Britain—in return for goods on behalf of the co-operative societies. They know that these societies are controlled, like everything else in Russia, by the Bolsheviki. They know that the gold in question comes from the former Imperial Treasury, and they do not think it playing the game to take the Bolshevist subterfuge at its face value and accept this gold—which is the only visible guarantee that France will ever get any of the principal of her Russian debt—as belonging to independent co-operative societies, which have every right to spend it as and where they please.

Finally, the French think they have reason to believe that the Bolsheviki are on their last legs. France is not content to get her information about Russia from Socialist Members of Parliament who have conferred with the crafty Litvinoff, nor yet from politico-journalistic labor leaders, or even trade union missions to Moscow, and she is aware that the Bolsheviki hold the country they have ruined only by terrorism and force.

Why, they ask, at the very moment when a reaction against Bolshevism within Russia is most probable, should England reinforce the Bolsheviki incalculably as the result either of English commercial greed or bluff against Transcaucasia, Persia and India? The French know well that in Persia and Asiatic Turkey the Bolsheviki are not really regarded as friends and brothers, nor are their theories welcomed. They are simply exploiting the national hatred of strangers, for which, in French opinion, the British themselves are chiefly responsible. But the fact that Transcaucasia "goes red" or that Bolshevist envoys are received by Mustapha Kemal does not really strengthen the position of the Bolsheviki one iota. It does, the French admit, give them a new card to play against the British, but it does not improve the Russian food or transportation situation or make life under Bolshevist tyranny more tolerable.

If, however, that card wins, and Krassin succeeds in bluffing the British into recognising the Government at Moscow, the latter will get a new lease of life, and the whole edifice of French policy in Eastern Europe will have received a shock. For, last, but not least, Poland, the Eastern bulwark of France, will be between two deadly and determined enemies.

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WEATHER

The typhoon will land near Haiphong Northerly winds in the Formosa Strait. Regular monsoon further North. Showery weather. Local thunderstorms.

DEATHS

WEGENER: On July 3rd, at the General Hospital, Oscar Herman Karl Wegener, aged 48 years. Funeral (cremation) will take place at the Bubbling Well Cemetery on Monday, July 5th, at 5:30 p.m. All friends are invited to attend. 30675

FLINIO AUGUSTO DA SILVA: At the General Hospital, Shanghai, on July 3, F. A. da Silva, aged 32. The funeral starts from The Church of the Sacred Heart at 4 o'clock today, and at Bubbling Well Cemetery at 5 p.m. Hongkong and Macao papers please copy. 30677

Today's Church Services

Holy Trinity Cathedral.—Fifth Sunday after Trinity. 8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon; Psalm 26; Lessons Wisdom i., Romans xiii; Hymns 242, 193, 211, 373; Preacher, Rev. W. Robbins, M.A. 11:30 a.m., Holy Communion. 6 p.m., Evensong and Sermon; Psalm 27; Lessons Wisdom ii., S. Matt. vi.; Hymns 290, 185, 238, 18; Preacher, Rev. C. W. Bispham, S.T.M.

Union Church.—11 a.m., Preacher, Rev. R. T. Bryan D.D.; Chant 130; Hymns 536, 327, 352, 30; 12 noon, Holy Communion. 6 p.m., Preacher, Rev. Joshua Vale; Chant 127; Hymns 348, 342, 340 part 2.

St. Andrew's Church, Broadway.—8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon; Psalm 30; Lessons Wisdom i., Romans xiii.; Hymns 242, 193, 281, 211; Preacher, The Sub-Dean.

St. Joseph's Church.—Masses at 6, 7:30 9, a.m. At 5, p.m. Benediction of the Blessed Sacrement. Masses on week-days at 6, 7, a.m.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows: Morning 11 a.m. by Rev. Tilden Eldridge; Evening 6 p.m. by Rev. A. E. Evans.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock.

Christian Science Society of Shanghai.—Masonic Hall, The Bund.—Sunday Service 11 a.m. Subject: "God." Sunday School 10 a.m. Testimonial Meeting Wednesday Evening 6 o'clock Reading Room open daily except Sunday 10:30 at No. 21 Nanking Road.

Spiritism And Dickens In London

BY JOHN O' LONDON

MANY thousands of Americans will be in London this Summer of the fiftieth anniversary of the day (June 9, 1870) on which Charles Dickens died in his fifty-ninth year, at his famous house, Gad's Hill, between Rochester and Gravesend. From boyhood this had been the home of his desire. He had seen it in his walks with his father in the Chatham and Strood district, and had been told that if he worked hard enough he might come to live in it! In March, 1856, he bought it for £1,790 and exclaimed, on signing the check, that the day, "as a matter of course," was a Friday, that day having been repeatedly connected with important events in his life. The buying of a house has often had something fateful in it, and with Dickens's ownership of Gad's Hill began much that accounted for his untimely death. Two years later he was separated from his wife. At this time, also, he began those public readings which exhausted his strength. The last but one of his four great series of readings was given in the principal cities of the United States in 1866-67, and brought him a clear profit of nearly £20,000, besides the reward of a great welcome.

Had he stopped these readings on his return to England he might have added many years to his life. It was his last big undertaking that killed him, and the accounts of it are painful reading. Only a distinct threat of paralysis of his left side brought him to a halt. But the mischief was done, and the catastrophe only postponed. The unfinished reading tour was followed by the unfinished "Edwin Drood," on which he was working in his Summer house at Gad's Hill the day before his death.

To myself the lapse of fifty years since that tragic event brings back the London which I began to know sixteen years later. It was Dickens's London in essence. His very characters could still be seen in the streets: the Cockney eccentricities which abound in his novels could be heard and seen; many neighborhoods he had described, now transformed, or swept away, were much as he had known them. His cabmen and bus drivers, with the broad-brimmed hats and beer-fattened cheeks and chins, were still masters of repartee and had Dickens's own keen and rollicking vision for surface character. The small old inns-of-law still secreted the grim memories of Jack Bamber. In Holborn you might walk through the square carriage entry of Furnival's Inn under which Dickens, in the flush of his youth, signed his contract for the "Pickwick Papers," and further east stood the old inns he knew, Ridler's, and the Bell, and the Black Bull, with their old coach yards. His Hampstead Heath was still the wild beginning of the country, and from its gorse the gypsy women still rose to tell your fortune. The Duke of Bedford's gate keepers, in laced hats and red waistcoats still barred many a short-cut through the Bloomsbury which now approximates to one vast hotel and boarding house.

Today, curiously enough, the passing of so much of Dickens's London is being signalised by the erection of the vast Bush Building, of American inspiration, in the Strand. It is the culminating act in the demolition of the Dickensian labyrinth which Londoners remember as the Clare Market region, and which spread up to Holborn, where Dick Swiveller used to wonder how he could reach the Strand through the lanes in which he owed so many small accounts. Only one was safe to him while the shops were open, and this he was about to close with a pair of gloves. Near by was little Kingsgate Street, where I often tried to identify Mrs. Gamp's window, to which her clients threw pebbles when some one was just coming into the world or just going out of it. The Old Curiosity Shop still survives in Portsmouth Street, but its claim to have any connection with the novel has unfortunately been thoroughly discounted. It is one of the last points of the novel that old Kit himself had forgotten the site, and the inscription on the Portsmouth Street shop is known to have been a device to attract custom adopted by a small bookseller some forty years ago.

I am inclined to think that the wave of spiritualism has receded—in the book world at least—during the last two or three months. The editor of a popular periodical, who has been catering for the public demand, tells me that there are unmistakable signs that his readers are getting bored and he is going to cut the subject out of his contents at the earliest opportunity. I hear that similar symptoms are becoming manifest in the publishing trade. Also one does not hear quite so much about the lectures by distinguished spiritualists. It is too early yet to say to what extent is this falling off in public interest, but I should not be surprised if active concern with spiritualism is eventually confined to a comparatively small number of the educated classes. The mass of the people find it difficult to keep up their interest, because, for one thing, they have neither the time nor the money to consult mediums.

But if the British public is getting a little tired of reading about spiritualistic phenomena, it is not weary of reading about the occult so long as the literature is of a frankly imaginative nature. There is a growing demand for good occult fiction, and the popular magazines are making a big feature of this kind of story, though I do not think that publishers are keen on the spiritualistic novel if spiritualism is the main interest of the plot. What the fiction writer has got to steer clear of is the occult story which is merely a ghost story. The subject of reincarnation has been appealing very strongly to several of our

(Continued on Page 19)

The Code Of Labor Laws Of Present-Day Russia

BY DR. LOUIS LEVINE
(Former Professor of Economy, University of Montana)
(New York World)

Labor is compulsory, the motto being, "He shall not eat who does not work." All citizens have the right to employment at their vocations at the pay established for such work by valuation commission. Bureaus of distribution assume the power to assign men to work in other than their home districts where conditions make such a course necessary. Workers must perform the standard amount of work fixed for their economic group. There is a weekly rest period of forty-two hours and an annual vacation period of two weeks.

MANKIND has never shared the same gospel of salvation, but it has always had a common idea of damnation. The accursed irksomeness of the fact that the race must eat its bread in the sweat of the brow has never been questioned. Ever since man was expelled from the Garden of Eden, it has been the desire of all to retain a larger share of the bread and to pass on the opportunity to sweat. And ever also there has been a dim premonition in the hearts of some that if all sweated alike there might be more bread and happiness for all.

The element that is new in the present situation is our complex industrial mechanism and the greater self-consciousness of the laboring masses. They who have inherited the tradition of work and sweat are now questioning with unprecedented insistence the legitimacy and the rationality of the tradition. The question before the world is once more put in decisive form: If sweat we must for our daily bread, how shall we organise ourselves to distribute both to the greater satisfaction of all?

The answer which the worker demands today implies provisions for adequate pay, reasonable hours, security of the job, and control over one's self and one's work. These things seem simple enough. They are. But all the complex programs of the day are nothing but plans to meet these demands, and to adjust our simple but conflicting desires to one another and to our new industrial needs. And the answer must be sought wherever an attempt is made to give it. The whole world today is an immense economic and social laboratory. Once more, since the eighteenth century, have we a chance for political and social choice. Our own progress will depend upon our ability to comprehend the experiments which are being made today everywhere.

HOW RUSSIA IS ORGANISED

It is from this point of view that interest attaches to the recently published Code of Labor Laws of the Russian Socialist Federated Soviet Republic. One need take no sides as to the merits of the Russian controversy in analysing this document. The interest it has lies not in its political background but in the fact that it is a concrete embodiment of one of the many answers to the questions put above. It offers an illuminating illustration of the intricacies of the modern answer to the eternal problem of the organisation of human work.

A few words will suffice to place the document. In the Russia of today, there still persist distinct economic and occupational groups. There are the people who work on the land—peasants and agricultural laborers. For their benefit there is a special code of rural laws which regulates the conditions of farm work. There are also the independent artisans in the cities, towns or villages. For them there is a set of special rules. Neither the farm-workers nor the independent artisans are subject to the laws of the Labor Code here considered. Its scope is quite different. It applies only to working men and women who are employed under modern industrial conditions, whether in factory, mill, mine or railroad. The code specifies that the laws are obligatory "for all enterprises, institutions and establishments, as well as for all private employers exploiting labor." But according to reports, the private employers in Russia are a negligible quantity. Ninety percent of the country's total production is carried on in some 4,000 enterprises which have been nationalised. Some ninety industrial monopolies have been established by the Soviet Government. The Russian Code of Labor Laws is, therefore, practically a system of regulations for workers employed by the State under one form or another. This is the feature which gives this code its significance. How does labor fare under such a system?

Those who have discussed the code have laid especial emphasis on the fact that it introduces the principle of compulsory labor. The first article declares that all citizens of the Russian Soviet Republic between the ages of 16 and 50, who are not temporarily or permanently injured, or incapacitated, are subject to compulsory labor. This has been denounced as a step backward to the days of slavery and serfdom. On the other hand, defenders of Soviet Russia have tried to explain it on historical grounds. They claim that the Soviets promulgated compulsory labor only to overcome the resistance of the former propertied and professional groups who refused to work voluntarily, and that this is a temporary measure. As soon as the economic program of Soviet Russia is carried out, they say, the need for compulsion will have disappeared.

From the point of view taken here, this controversy is of little consequence. The significant thing is that Socialist Russia retains in operation one of the economic motives of individualistic industrialism. Only it generalises this motive. The Constitution of Soviet Russia has proclaimed as its motto: "He shall not eat who does not work." In practice, this means that every one is compelled economically to earn a livelihood.

The economic compulsion cannot be evaded. No one can use property instead of muscle or brain as a source of income. Neither does the state assume any obligations, except toward children, invalids and old people. The able-bodied adult who has the habit of eating is left no choice except to fill a useful economic place.

In this respect, the position of the worker under the Socialist Soviet does not differ materially from that of the worker under our own industrial conditions. The worker in America has the legal freedom to work or to refrain from working. As a rule he has to work because he chooses to eat. The same economic compulsion is relied upon in both cases to produce the same result. Soviet Socialism could afford to proclaim the right to all citizens to be perpetually idle. It would make not the least bit of difference.

Thus, Russia illustrates that whatever may be the dreams of a lazy race, such dreams evaporate in the light of realities. Idleness or working at one's leisure can be no part of the millennium. The real problem is not how to compel people to work but how to organise the opportunity to work. This has been the persistent demand of labor since it became conscious of modern industrialism. The workers of France in 1848 demanded of their "Social Republic" the "right to work." In England and America the continuity of employment and the security of the job have been the most profound desires of the working population. The Russian Labor Code embodies this idea, and proclaims "the right to work." This idea is the center of gravity of the Soviet Labor Code.

HOW WAGES ARE FIXED

The provisions of the code show what the realisation of this right involves. The right is proclaimed in the following words: "All citizens able to work have the right to employment at their vocations and for remuneration fixed for such class of work." Evidently, the first step in enforcing this right is to establish the vocations of all citizens able to work. All wage earners are classified not merely by industries and trades, but more minutely into groups and categories within each branch of labor. Every citizen of the Soviet Republic carries a "labor booklet" in which are entered his name and age, the name and address of the trade union to which he belongs, and the group and category of labor to which he has been assigned. The position of the worker depends upon the category he is assigned to. The task of classifying workers is in the hands of special "valuation commissions" which are appointed by the trade unions and whose procedure is determined by the National Department of Labor.

The next step in the process of enforcing "the right to work" is to determine the remuneration or wages of each group and category of workers. This is essential because every one has a right to refuse work unless he is paid the standard rate. Special wage schedules must be drafted by the trade unions in consultation and agreement with the management of the plant and must be approved by the Department of Labor. Except for the latter qualification, this method differs but little from the practice in our own trades which are organised and in which collective bargaining is practised. The principles of wage-determination are still more similar. The code lays down the rule that the standard of remuneration must be "at least sufficient to cover the minimum living expenses." During the war the United States War Labor Board proclaimed the same principle. The living wage, as a minimum, hardly meets with any opposition anywhere at the present time. It was recognised by the "employers' group" at the President's First Industrial Conference.

Even more significant is the clause of the Soviet Code which provides that standards of remuneration should differ for different groups and categories. The "valuation commissions" which fix the standards are required to take into consideration the "kind of labor, the danger of the conditions under which the work is performed, the complexity and accuracy of the work, the degree of independence and responsibility, as well as the standard of education and experience required for the performance of the work." These are principles upon which our own differences of wages are largely based. The Esch-Cummins Railway Act requires the Railroad Board, in determining wages, to consider among other things, "the relation between wages and the cost of living; the hazards of the employment, the training and skill required; the degree of responsibility, etc." Such a similarity is not accidental. Were Soviet Russia a Communist state, it would have to introduce the famous Communist principle: "From every one according to his capacity, to every one according to his needs." This Communist ideal may beckon to the Russian workers in the distant future. But at present, their industrial life embodies another principle of individualistic industrialism—the principle of wage-payments and wage-differences.

UNEMPLOYMENT WAGES

The "right to work," as the code specifies, is the right to demand work at one's own vocation at standard wages. The practical value of this right is that a worker out of a job need not worry about himself or his family. Under the Soviet code, he as an unemployed person is entitled to unemployment benefits. In this respect, the Soviet Code carries one step further a practice which was begun some years ago. Many countries have introduced unemployment insurance in one form or another. Great Britain has perhaps the most extensive scheme. But under the laws of these countries the unemployment allowance is merely a portion of the wage earner's normal earnings. The wage earner who is out of work may thus be forced to reduce his standardd of living for a time and, as a result, may fall into a lower status permanently. The Soviet Code in this respect marks a radical departure. It provides that the unemployment benefit shall be equal to the remuneration fixed for the group and category to which the wage earner belongs. Only in exceptional cases may the subsidy be reduced to the level of the minimum living expenses for the district. The general purpose is to assure the worker at all times what he can earn. While he is at work, he earns it. If he is out of work, the state owes him what he could normally earn. The "right to work" is thus translated into the right to receive one's weekly or monthly pay in full, in other words the right to a living.

Inevitably the enforcement of this right involves some machinery. It must be known who are unemployed and where they are. The code therefore requires every unemployed person to register at the local Bureau of Labor Distribution which is a part of the Labor Department. Similarly, all plants and establishments which are in need of workers apply for them to the bureau. The workers are assigned to positions in accordance with their qualifications and in the order of the priority of their application. While the worker is registered at the local bureau and is out of a job, he receives his unemployment benefits. But suppose a worker does not mind getting full pay for no work? The Soviet Code proceeds on the commonly known assumptions of human behavior. It specifies that an unemployed person has no right to refuse an offer of work at his vocation if conditions and wages are in accordance with standards. Any one who is obstinate and refuses such an offer ceases to be an unemployed and gets no more benefits. King Hunger will then whip him into line.

But there may be more serious situations. An industrial mechanism cannot work with the regularity of clock work. There are bound to be maladjustments. There may be a call for workers of one category while the unemployed belongs to another. There may be unemployment in one district while another more or less distant district is crying for workers. Under such conditions the state might be a double loser by paying out unemployment benefits to unnecessarily idle workers, while many regions and industries were suffering from a shortage of labor. To obviate such emergencies, the Soviet Code delegates to the Bureau of Labor Distribution the power to send unemployed persons to work outside the district in which they happen to reside or to be registered. The Bureaus of Labor Distribution also have the right to assign workers in one category to work of another category not too dissimilar in character. This right qualified in two ways. Firstly, the bureaus must obtain the consent of the respective unions. Secondly, the worker who is assigned to work outside his trade or category may, if he so desires, regard himself as temporarily employed only and his name is kept on the list of unemployed, until he finds work at his own vocation. While thus employed outside his vocation, he is entitled to unemployment benefits equal to the difference between what he would earn at his trade and what he actually earns for the time being.

Thus again the "right to work" is seen to mean security to the wage earner in the receipt of his regular and normal earnings. But nothing illustrates more clearly than this enforcement of the "right to work" that there are no rights without corresponding obligations. In exchange for the right to feel secure on the job, the Soviet Code expects the wage earner to relinquish to a considerable extent his freedom to act as he pleases under all circumstances. This is done in Articles IV. and V. of the code which are entitled; "Probation Periods," and "Transfer and Discharge of Wage Earners," which suggest the rules of our own Civil Service. The intent of these articles is to assure the worker permanence of employment once he has proved his fitness, without depriving the management of a plant of the opportunity to discharge workers who are unfit or no longer needed. The transfer and discharge of workers are permitted only under minutely specified conditions. On the other hand, the wage earner cannot leave his job without giving good reasons. If such reasons are found unjustified by his shop committee or trade union, the wage earner must remain at his work. In this and other ways, the limitation of the "right to fire" is counterbalanced by limitations of the "right to quit" and the "right to work" shades off into "the obligation to work."

MAKING LABOR EFFICIENT

Even more striking in its bearing on the same question is another article of the code, namely Article VIII. which is entitled; "Methods to Assure Efficiency of Labor." There is hardly another labor code in the world which contains anything like it. But the logic of it in the Soviet Code is clear. If the worker is guaranteed a steady job at steady and satisfactory wages, something must be done to assure a satisfactory amount of work in return. The Soviet Code says that every wage earner must during a normal working day and under normal working conditions perform the standard amount of work fixed for the category and group in which he is enrolled. How is this to be determined? Under an ideal system, perhaps, this could be left to the judgment of the individual worker. The Soviet Code assigns the task of fixing standards of output to the valuation commissions appointed by the respective trade unions. This is meant to give the workers the first day in deciding what is a fair day's work. But the code does not stop here. It also provides that the standards of output fixed by such valuation commissions should be approved by the proper Department of Labor jointly with the Council of National Economy. The latter is even given the power to order a general increase or decrease of the standards of efficiency and output for all wage earners and for all enterprises, establishments and institutions of a given district. In other words, the state, which in this case acts as employer and manager reserves the power to decide whether it is getting enough for its money. The worker who systematically produces less than the standard cannot be "fired," but he may be transferred to other work with a corresponding reduction of wages.

On the other hand, the code reveals an understanding of the abuses to which the idea of efficiency may lead and attempts to prevent such abuses in two ways. It specifies that normal working conditions mean good and up to date machinery, timely delivery of materials and tools, etc. It also provides that the discipline within the plant—the rules of internal management—should be made by the trade unions and be enforced by shop or work committees.

This duality of purpose—to protect the wage earner against the state employer and vice versa—runs through other provisions of the Soviet Code. In Article VII., which covers working hours, rules are laid down limiting the hours of work to eight a day (to seven for persons under eighteen years of age, and to six in industries which are especially hard or dangerous to health). Overtime is permitted only in exceptional cases, is limited to fifty days a year and to not more than four hours in two consecutive days. A weekly rest of not less than forty-two hours is allowed to all wage earners, and a vacation of two weeks annually for all those who worked six months without interruption, and a leave of absence for one month for all those who worked without interruption not less than a year is provided for. No wage earner is allowed to work for a remuneration during his vacation.

FUNDAMENTAL THEORIES

In a similar way Article IX. provides for the protection of the life, health and labor of the wage earners. Two kinds of inspection are mentioned—technical and sanitary. The technical inspectors must be engineers. The labor inspectors are elected, are given wide powers of investigation and control and are required to assist the trade unions and work committees in improving labor conditions.

Such are, in brief, the main provisions of the Soviet Labor Code. Even the cursory examination made here shows that it embodies ideas radically different from those upon which our individualistic industrialism has been based. American industrial development has proceeded on the assumption that the individual can and must take care of himself politically and economically. The wage earner, no less than the employer or merchant or banker, has been expected to carry the responsibility for his own maintenance, to take his chances in

(Continued on Page 17)

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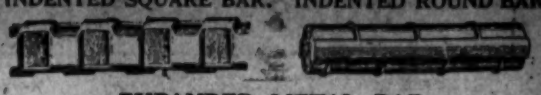

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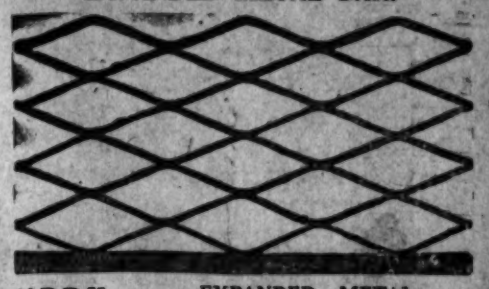

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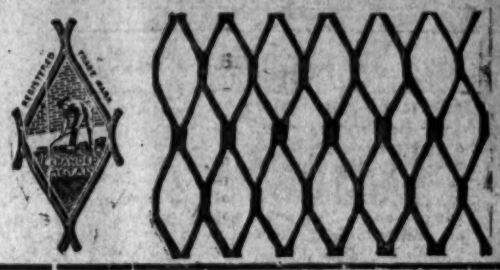

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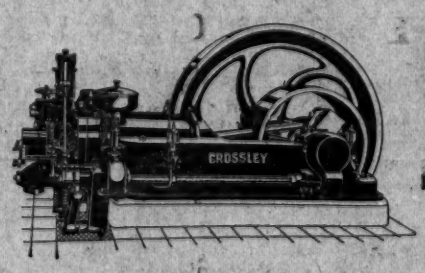

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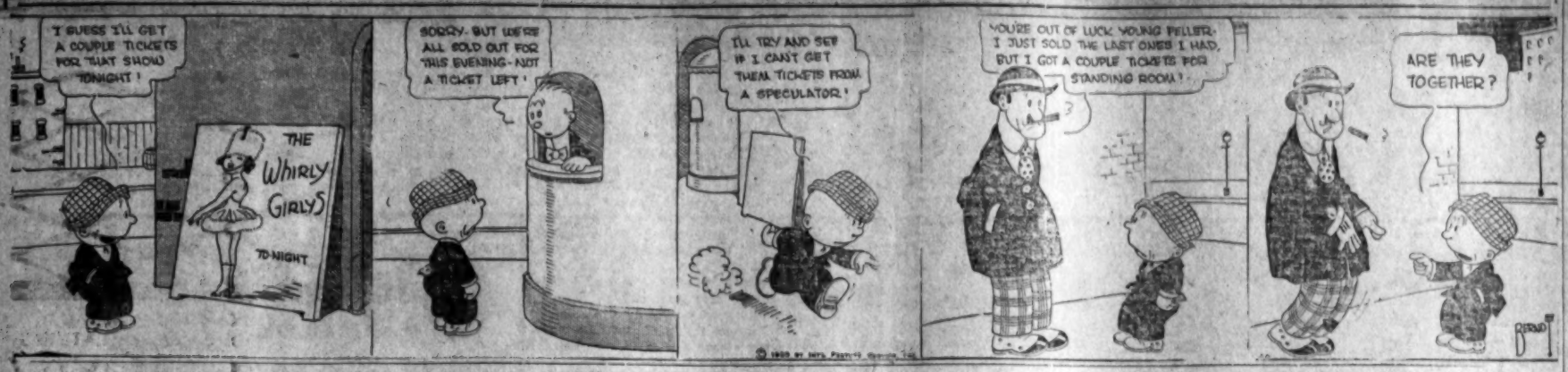
I GUESS I'LL GET A COUPLE TICKETS FOR THAT SHOW TONIGHT!
THE WHIRLY GIRLYS
TO-NIGHT
SORRY- BUT WE'RE ALL SOLD OUT FOR THIS EVENING- NOT A TICKET LEFT!
I'LL TRY AND SEE IF I CAN'T GET THEM TICKETS FROM A SPECULATOR!
YOU'RE OUT OF LUCK YOUNG FELLER- I JUST SOLD THE LAST ONES I HAD, BUT I GOT A COUPLE TICKETS FOR STANDING ROOM!
ARE THEY TOGETHER?

Musical Matters

By R. B. HURRY, MUS.B.

Correspondents wishing to draw attention to Musical matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

X. How Small Instrumental Pieces Are Made

The principles given in earlier articles may be seen to apply in some of the smaller masterpieces of popular music. We may take five or six such pieces almost at random and examine them. If the reader can play or read the copies, so much the better. If not, the simple reading of the analysis will still help him. The different 'tunes' or themes are here labelled I, II, &c.

A CHOPIN WALTZ

Here is the scheme of construction of the ever-popular waltz in D. flat, (Op. 64, No. I): I, II, I.

No. I is of a lively 'running' character, and lasts for about fifty measures. No. II is of a more quiet and sustained character, thus making a good contrast. It lasts about thirty measures. Then No. I returns—an illustration of our principle of 'Variety and Unity' in its simplest form. (The technical name for such a form as this is 'Simple Ternary').

A GRIEG FRAGMENT

The 'Death of Ase' (from the first 'Peer Gynt' Suite): I, II, I, Coda.

Here the construction is even simpler, for II is a mere transposition of I, that is, it is No. I played over again in another key, a nearly related key in this case. On the other hand, this piece has a 'tail' or (as it is called,) a Coda to finish it off. If you play or hear the piece consider the emotional purpose of this Coda.

The whole piece is very short, the themes being each only eight measures.

A MACDOWELL PIECE

'A. D. 1620,' (from the 'Sea Pieces,' Op. 55.): Ia, II, Ib.

As its title implies, this piece is intended to be descriptive of the voyage of the Pilgrim Fathers. It is marked to be played 'In unbroken rolling rhythm,' and No. I evokes images of a sullen sea. The middle portion, II, has a dignified psalm-like character. On close examination it will be found, however, that its material is related to that of No. I., but so treated as to produce a different emotional effect. When No. I returns, it does so rather less literally than is usual, that is, it is not slavishly copied. Hence the distinction made in the lingram Ia, and Ib.

It will be seen that the piece is bound together by the use of a very tiny stock of thematic material, and this material is so variously treated that the piece as a whole, while losing nothing in unity, but rather gaining, represents the play of a fairly wide range of emotion. It is much more subtle in construction than the two previous pieces already mentioned, especially in its use of key-contrasts, but the principle at the back of the form is just the same.

A CHOPIN NOCTURNE

The favorite one in E. flat. Op. 9, No. 2.) will serve our purpose here. The general style of the piece—as of its fellow nocturnes—is that of a 'song' in the right hand, with an accompaniment in the left. I, I, II, I, II, I, Coda.

Both tunes are quite short—only four measures for the first, which is immediately repeated. The main key and the main subject-matter of the piece is thus well established in the mind of the hearer. The second tune is in the most nearly related key, i.e. in *B*flat. It is characteristic of Chopin that at each repetition of his first tune he introduces little changes in the outline, tiny decorative arabesques in the righthand part for instance.

A MENDELSSOHN MARCH

The 'War March of the Priests.' This familiar piece will serve as an example of a simple march form.:

Intro., I, II, I, III, Interpolaton, I, Coda.

The short introduction with its drum-rolls, and its trumpet call rhythms, establishes the martial atmosphere. It begins softly and increases consistently in loudness and in rhythmic intensity, so provoking a feeling of expectancy, heralding the first tune, and causing it to enter with an enhanced effect. There is a good contrast between the various tunes. No. I, is dignified; II is more restless in feeling; III is a smoothly flowing melody. On its first appearance No. I is given with repetitions which are dispensed with as unnecessary on its subsequent appearances—for reasons already made clear in the previous pieces.

The interpolation near the end serves a similar purpose to the Introduction: it awakens expectancy for the return of the main tune of the piece. The Coda provides an effective ending, giving the feeling of climax and finality. (Compare the same composer's 'Cornelius March' with its abrupt close, and see which is the more satisfactory).

A HANDEL AIR WITH VARIATIONS

Note first the word 'Variations' in relation to the principle 'Variety and Unity.' The form is one of the earliest that composers hit upon as fulfilling the principle, for unity was in the persistence of the same tune, the 'Air.'

'The Harmonious Blacksmith.' Here is a tiny tune which is first given out in all its simplicity, and is then repeated five times, decked out in various guises. (The name is not Handel's, and was not given to the piece until about a century after its composition. It would be correctly described as 'The Air with Variations from the Fifth Harpsichord Suite).

The six brief sections might be described as follows:

(a) The tune, serene and tranquil.

(b) 1st variation, Proceeding at much the same pace, but with a short note interpolated between he notes of the tune itself.

(c) 2nd variation. Like the last but with the interpolated notes between the beats in the left hand instead of the right.

(d) 3rd variation. Each beat divided by the right hand into sixths (three plus three). It is not easy at first to say what has become of the tune itself, but one can feel it there. It is like the Cheshire cat in 'Alice in Wonderland,' which disappeared, so far as its material body was concerned, but left behind its characteristic feature, its grin.

(e) 4th variation. Here it is the left hand part which is divided into sixths of a beat.

(f) 5th variation. The tune is still further disguised, each beat being divided into a rushing scale of eight notes, generally in the right hand, but sometimes responded to by a similar rush in the left. This variation brings the piece to a brilliant conclusion. The general intention of the piece, it will be seen, is to take a simple tune and embellish it, and Handel's, emotional plan is one of increasing the excitement steadily from first to last.

The Air with Variations has been a popular form for centuries. The English composers invented it in Queen Elizabeth's reign, and by that means did immense service to the progress of the art of composition, since the elaboration of material and the exploration of all its possibilities—far beyond the Handelian scheme just given—is a splendid exercise for the ingenuity of composers, and necessarily provides them with a skill in thematic treatment which must help them in all their work. The form exists in all qualities from the naive twiddlings of 'Home Sweet Home with Variations' of commerce, to be had at the country-town music shop, to the great emotional expressions of Bach, Beethoven or Elgar. Indeed but for this form we might never have had the modern symphony with its central theme that seems to gather up all the others and to absorb them into itself.

The Code Of Labor Laws Of Present-Day Russia

(Continued from Page 16)

finding a place for himself in the scheme of production, and to stake his welfare upon successful bargaining in selling his own particular commodity, namely his labor power. In accordance with our philosophy of individualism and natural inalienable rights, we have relied upon freedom of contract to bring about the best results of all concerned. We have interpreted the right to make contracts as a property right which, in so far as the wage earner is concerned, means his right to seek an employer wherever and however he pleases and to acquire property in the form of wages. Our idea of liberty in relation to the worker has meant the right to quit work if conditions seemed to him unsatisfactory. On the other hand, the same constitutional guarantees in relation to the employer have been understood to mean the right to seek laborers and to acquire their services, and the right to run his business in his own way, including the right to "hire and fire" without hindrance.

No one could have stated this whole mode of thought more clearly than Justice Harlan (in Adair vs. U. S.) when he said: "The right of a person to sell his labor upon such terms as he deems proper is, in its essence, the same as the right of the purchaser of labor to prescribe the conditions upon which he will accept such labor from the person offering to sell it. So the right of the employe to quit the service of the employer, for whatever reason, is the same as the right of the employer, for whatever reason, to dispense with the services of such employe." In all such particulars the employer and the employe have equality of right and any legislation that disturbs that right is an arbitrary interference with the liberty of contract, which no Government can legally justify in a free land."

Had this doctrine been strictly adhered to we could have had no protective labor legislation in the United States worth mentioning. But the wage earners of America, in common with those of England and other countries, rejected this doctrine in its bald form, because in their experience, it did not jibe with the economic facts. They found that the equality of bargaining which was implied in the legal doctrine of free contract was constantly upset by economic inequalities. They proposed to reestablish the balance in two ways—by organisation and legislation. They have succeeded in both to a certain extent. Our labor laws now cover a wide range of industrial relations and limit the rights of employers and employes in a variety of ways. But we have not proceeded systematically or on the basis of well recognised general principles. Our constitutions still embody the old ideas in their pristine firmness. Our legislatures proceed more or less in response to the demands of new economic conditions. The courts are expected to work out the general ideas which will reconcile legal thought with economic fact. But so far the process has been slow and painful. This explains, in part at least, our greater confusion of mind and our failure to reconstruct industrial relations.

If we compare our doctrine of natural rights and freedom of contract in their original form with the Soviet Code the contrast is immense. But if we consider the ideas that have been gradually disentangling themselves from the industrial facts, the result is different. Briefly stated, industrial development in America, as in England and elsewhere, has tended to substitute more or less fixed relationships for contracts, organised planning for individual effort, and social rights and obligations for natural and merely formal rights. Our industrial discussions since the armistice have centered about collective bargaining, a living wage, shop committees employe representation, limiting the right "to hire and fire", and so forth. Within the past few months State after State has passed or considered laws on compulsory investigation and arbitration which in one way or another limit the rights of individuals to quit work when conditions seem to him unsatisfactory. One may doubt the wisdom or practicability of such laws. But they show where the industrial wind is blowing. We have travelled a long way from 1776 and 1789, and we are being carried much faster than many of us seem to realise. It may be hard to say where we are going, but it would be good for us to realise that we are on our way.

Regarded in relation to the industrial developments of the past half century, the Soviet Labor Code seems less original and radical. In fact it embodies no strikingly new principles of labor legislation. It is continuous with the experience of the rest of the industrial world. It is in line with the work done, for instance, at the Washington International Labor Conference, organised under the League of Nations, at which most Governments were officially represented. Whatever radicalism it contains is the result of a conscious determination to carry out the newer principles of labor legislation and the more recent devices of industrial organisation in a systematic and comprehensive manner.

This, of course, does not mean that the Soviet system of Russia is not revolutionary. The Soviet method of carrying on public business is a political revolution. The abolition of private industry and the elimination of profit and interest on capital is an economic revolution. These two revolutions are meant to abolish all prior claims on the products of national industry and thereby to give the workers a fuller share of all things produced and control in the management of industry. The assumption of private industry is that nationalisation means inefficiency and that profits are but the saving of the wastes which are inevitable under collective ownership and management. If Russia will continue her experiment long enough the world may have a chance to thresh this problem out and to learn something new about the economics of production. The Soviet Labor Code, however, is not a complete break with the past. It carries to their logical end ideas that have already been accepted in part in all industrial countries.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, JULY 4, 1920

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Rea
TODAY							
H'kong, Straits, India & Europe via Suez	Himalaya M.	15.30	..	..	..	..	15.30
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Japan Ports	Atsuta Maru	..	17.00	..	..	..	..
TOMORROW							
Hongkong and Canton	Suiyang	21.00	..	..	..	..	21.00
Hongkong	do	..	17.00	..	..	..	..
Vladivostok & Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Nagasaki, Y'hama, Canada U.S.A. & Europe	*E. of Russia	..	..	16.30	..	..	16.00
Japan, Canada, U. S. A., and Europe	do	17.00	..	..	..	..	16.30
Wenchow	Kwangchi	21.00	..	..	..	..	21.00
Foochow	Hsinchi	21.00	..	..	..	..	21.00
H'kong, Straits, India and E'pe, via Suez	Himalaya M.	15.30	..	..	..	..	15.00
V'stok and Siberia via Pukow & Harbin (Daily Expect Sunday)	Train			..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, July 6.							
Weihaiwei and Chefoo	Tungchow	14.00	..	..	..	..	13.30
W'wei, C'foo & T'sin	Tungchow	..	14.00	..	..	..	..
W'wei, C'foo & T'sin	Kingsing	..	14.00	..	..	..	13.30
Weihaiwei and Chefoo	do	14.00	..	..	..	..	13.30
Japan Ports	Omi Maru	..	17.00	..	..	..	..
N'saki, Kobe, Yokohama, Canada, U.S.A. & Europe via Canada	E. of Russia		‡6.30				
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
S'tow, H'kong & C'ton	Kwongsang	21.00	..	..	..	..	21.00
Swatow and Hongkong	do	..	17.00	..	..	..	17.00
Japan Ports	Omi Maru	19.00	..	..	..	..	18.30
Wednesday, July 7.							
Amoy, H'kong & C'ton	Sunning	21.00	..	..	..	..	21.00
Amoy and Hongkong	do	..	17.00	..	..	..	..
Australia & New Zealand via Hongkong	Sunning	..	17.00	..	..	..	..
Friday, July 9.							
S'tow, H'kong & C'ton	Tean	21.00	..	..	..	..	21.00
Swatow and Hongkong	Tean	..	17.00	..	..	..	..
Saturday, July 10.							
W'wei, C'foo, and T'sin	Sbuntien	..	9.00	..	..	..	..

*Ordinary mails will close at the French Post Office at 17.00 and registered at 16.30.

B Letters and boxes with declared value at 7:30 p.m. Parcels at 4 p.m. and money orders at 3 p.m.

E Registered articles at 5 p.m. on previous day.

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b.—at 7 for S. N. R. 7:55 o'clock train

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BRITAIN'S LIKING FOR U.S. STRONG

Americans In England Say Irish Propaganda Causes Little Bitterness

LOOK ON IT AS POLITICS

Better Understanding Is Looked For, Now That Geddes Has Been Received

London, May 26.—"Great Britain appears to be misunderstanding the Irish situation here," the information sent to a London newspaper by a New York correspondent, who then proceeds to cite The New York Times precise definition of the "Irish problem critical in England and scandalous in the United States."

Observers here, both American and British, do not agree with the statement that any real misconceptions exist on this side regarding the part which the Irish question is being made to play in the American political campaign.

An American who may be described as the person best qualified to express an opinion on the subject takes the view that British opinion is well advised in this matter by its public men and its leading newspapers, and that in consequence the irritation displayed over the recent series of pinpricks from America is quite insignificant by comparison with the overwhelming volume of confidence in the future good relations of the two countries.

Here and there, of course, appeals to baser forms of popular sentiment are made, and, viewed superficially, these side shows may be taken much too tragically. Several reports have reached this country regarding some of the methods by which anti-British feeling is fomented in the United States, not infrequently by cabled misrepresentations of facts as they are presented on this side.

Sir Auckland Geddes has taken occasion to traverse some of these misstatements, and in some quarters it is suggested that his opportunities will be enhanced following his reception by the President.

The Evening Standard, for instance, says:

"Not since Lord Reading was in America has there been an interchange of views between the President and the British Ambassador. Meanwhile the campaign for the Presidential election has been gathering momentum, and the British bogey has played its customary part. The British people must watch this with equanimity, trusting that a large majority of the people of the United States will not be influenced by misrepresentations with regard to Ireland.

"Sir Auckland Geddes can enlighten the President on that question."

The Washington situation in regard to the proposed resolution of sympathy with Ireland, which the Foreign Affairs Committee of the House of Representatives has in hand, and Bainbridge Colby's reply on the question, is being followed with keen interest.

The suggestion has been made here that Colby, by his use of the qualifying phrase "dictated by good judgment," has in a certain measure taken up an attitude similar to that of Speaker Lowther in the House of Commons last week.

During the debate on adjournment last Thursday Sir Donald MacLean referred to the Polish action against Soviet Russia. Speaker Lowther ruled against the discussion, suggesting that MacLean should make his speech to the Polish Diet, where he would be free to indict the Polish Government. Lord Robert Cecil came to MacLean's assistance arguing that as the Polish Government was a signatory to the covenant of the League of Nations, the British Government was entitled to take such diplomatic action as they thought wise in order to secure that the provisions of the covenant should be carried out.

The Speaker's ruling was explained by him in the following words: "The proposal which is made is that we are to discuss in this House the motives of signatories of the League. I must say that appalls me. I think we would be going entirely outside the functions of this house and so far from leading to any friendly feeling between ourselves and the other signatories of the League, there would be, it appears to me, very grave danger of raising a good deal of animosity.

"Leave Poland aside for one moment. Supposing honorable members follow the example of the honorable gentlemen and begin to criticise the United States of America, which does not for the moment happen to be a member of the League of Nations, but which may well be some day. Is that likely to lead to any beneficial result?

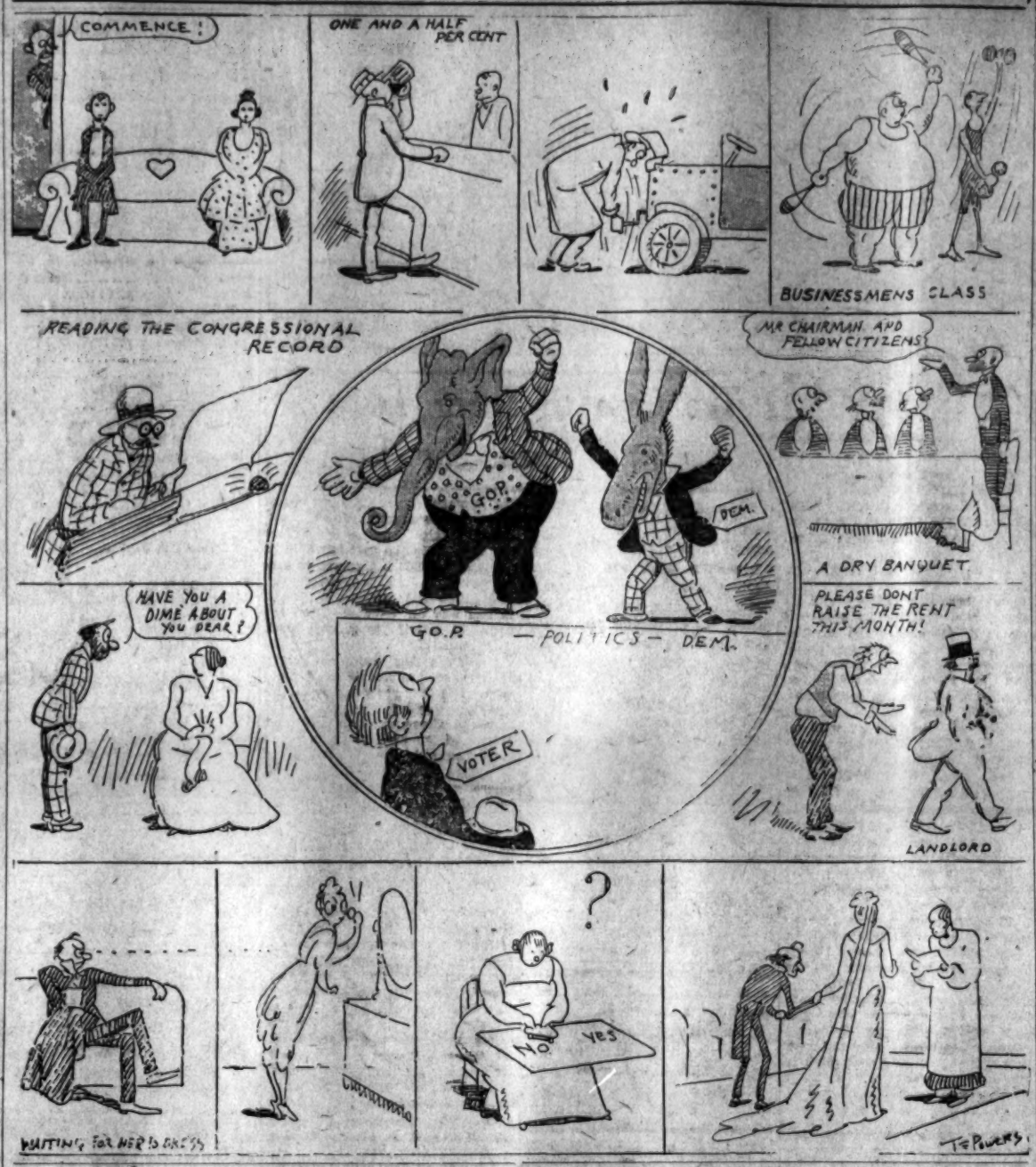
"I cannot myself help solemnly imposing upon this House the view that the less we criticise or seek to interfere with the motives which govern the conduct of other States, the more likely are we to arrive at and remain in friendly relations with them. For that reason, therefore, I would ask the House most solemnly to be very cautious indeed of how they take their stand upon this new development of our foreign relations.

"Honorable members, of course, are fully entitled to say anything they please in regard to his Majesty's Government, I cannot, however, help thinking that a good deal of reticence should be exercised in regard to other countries, even if they happen to be signatories to the League of Nations."

Sir Donald MacLean acquiesced, saying: "I bow to your ruling, Mr. Speaker. If I may say so with respect I think what you have just said in regard to our action, or any criticism of Governments of other countries, is in accord with the traditions of this House and its duties and responsibilities. In so far as my remarks went on lines which you have indicated in the latter portion of your ruling, I certainly will not pursue them any further. I am sorry for having transgressed. I think yours a perfectly proper ruling."

Some comparisons also are being made between the Congressional disposition to intervene in Ireland and the reported Congressional reluctance to undertake the Armenian mandate, but in the main, Americans over here are satisfied that Anglo-American solidarity will remain steadfast as a rock amid the waves of any political tempest.

A Waste Of Time — By T. E. Powers



Tom Gunn, Promoter

(*Peking Leader*)

Mr. Tom Gunn, the best known Chinese aviator, has arrived in Canton to open up several big development projects there, including mines, factories, improved live stock and a commercial aviation service. A large shipment of machinery and other equipment, including 18 airplanes, has left New York and will arrive in a few weeks.

Accompanying Mr. Gunn are eight American engineers, who will have charge of the construction work and other engineering projects which are contemplated. Among other things are six thoroughbred Kentucky horses which are to be used to improve the breed of the Chinese horses. They are the best that can be found in the state of fine horses and have been thoroughly trained. Each one of the six is guaranteed to trot, canter, single foot, gallop or dance any step known to horses. It is the intention to supplant the Australian bred horses which were imported from Japan, the latter not being able to stand the climate.

Among the improvements in China, the police system is not to be slighted, and Mr. Gunn has four police dogs in his baggage, which he claims will make criminals of South China do some hustling to escape, once the dogs are on their track.

Mr. Gunn has the distinction of being the first Oriental to get an international license for flying. This he received in 1911. Since 1910 he has a record of 2,668 flights and seven broken bones as souvenirs of his aerial ventures. The young aviator was born in California and speaks English without the slightest accent, having the viewpoint and mannerisms of an Occidental.

When interviewed as to the commercial possibilities of the airplane in China, he said, "China has not yet awakened to the commercial future of the airplane. From the novelty standpoint, it is comprehensive to the Chinese but as yet they can not see much in aviation. The Government has taken it up seriously but on account of its financial condition, cannot do much at this time."

Mr. Gunn met Mrs. Gunn at Nagasaki. Mrs. Gunn is a Chinese girl who was born and raised in California. She is a splendid horsewoman. Among his many distinctions, Mr. Gunn bears the title of General Director of the Government Aeronautic Department of Kwangtung.

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Spy Lincoln Came In U. S. Second Time

Had British Passport Given Him After He Was Let Out Of London Prison

New York, May 25.—Ignatius Timothy Trebitsch, better known under the name of Lincoln in this country and Great Britain, in a leading role at the Kapp revolution? The self-confessed forger and convict a trusted intimate of an exclusive set of proud Prussian junkers? The Hungarian Jew an associate of fanatically anti-Semitic pan-Germans?

Such assumptions seemed preposterous.

Many Americans could not believe that the chief press censor of the Kapp-Luettwitz-Ludendorff-Jagow revolution was the same Trebitsch-Lincoln who was arrested in Brooklyn at the request of the London Government in 1916, and escaped only to be arrested and extradited to England, where he pleaded guilty of forgery and was sentenced to three years penal servitude.

"Nevertheless, the Berlin Trebitsch and the Brooklyn-London Lincoln are identical. The leaders of the March 13 Berlin coup d'etat must have had very good reasons to accept the serious discredit which close association with a rash of Trebitsch's record was bound to bring to the Hohenzollern cause.

Such considerations lend credence to stories on the recent career of Trebitsch-Lincoln, published in German newspapers. The essence of these "revelations" is:

While a minister of the Gospel in England and a member of Parliament, Lincoln was on the payroll not only of the Berlin General Staff but also of the British Military Intelligence Service. During his short stay in this country Trebitsch-Lincoln bragged that he was one of the Kaiser's foremost spies. The English authorities—believing that the man, who was known as an all-around liar—wanted only to get publicity and boost his book, set him free as soon as he had been sentenced to prison for forgery.

When Trebitsch-Lincoln returned to the United States he was in possession of a duly issued British passport. While he was in this country for the second time he furnished Scotland Yard with information which led to the arrest and execution of several German spies. Soon he returned to England and was entrusted with important missions to which the London Foreign Office didn't want to own up. One of his missions is thus described:

"At the request of 500 Hungarian army officers Archduke Joseph assumed supreme power in Hungary Aug. 8, 1919. Three days later Trebitsch-Lincoln left London for the European continent, and for a short time was in Hungary before he went to Berlin, from which point he visited Bentinck Castle, Amerongen, the ex-Kaiser's residence."

It is also alleged that Trebitsch-Lincoln subsequently acted as a go-between of the Hohenzollerns and "certain circles of St. James, who had secured safe escort for the deposed Austrian Emperor Charles from the Dual Monarchy to Switzerland and cooperated in the preparations of the Kapp uprising."

As Trebitsch-Lincoln, a chevalier de fortune of international fame, was on the spot to take charge of the German press censorship, an office usually held by a man of unimpeachable character, the stories about his relations with influential English circles cannot be rejected as wholly unfounded from the outset.

Spiritism And Dickens In London

(Continued from Page 16)

popular fiction writers. During the last four or five months I have read two new novels and two short stories, all dealing in very much the same manner with this theme. It is quite certain that each of these four authors was unaware that others were engaged writing similar work. All four stories were good, but they lacked the touch of a Poe.

Irish correspondents are complaining that English publishers are neglecting Ireland in the matter of supplying books which are representative of the best in contemporary English literature. They say that the most important books, if they ever reach Ireland at all, arrive months after they have been reviewed and discussed in England. There is no suggestion that the present political trouble has anything to do with it, for there is a constant stream across the Irish Channel of the cheap and popular novels. One of the most debated books published since the armistice, "The Economic Consequences of the Peace," by J. M. Keynes, now in its twenty-first thousand, had been reprinted in London before copies were shown in Dublin. I asked the head of one of the biggest publishing houses in London for an explanation of this and he confessed himself puzzled. This firm sends all its best books to Ireland without any delay and is quite pleased with the business done.

Mr. Keynes's book, by the way, with its rather harmless sounding title, made such a quiet entry into the world that the newspapers and the public were a long time waking up to its importance. As the principal representative of the British Treasury, Mr. Keynes occupied a very important position at the Peace Conference, but he has now, I hear, returned to Cambridge to lead the restful and comparatively secluded life of a Don.

Hungarian Seeress Sees Return Of Kings

Prophesies That Thrones Will Be Re-Established All Over Europe Within A Year

Budapest, May 29.—Startling prophecies relative to world peace, political changes impending in Europe and the fate of prominent figures in the World War are made by Hungary's national soothsayer, Mme. Sybillina Bellaugh.

"Thrones will be re-established all over Europe, including France, Germany, Austria, Poland and Hungary, within a year," she says. "The Hohenzollerns will return to Germany, but the former Emperor will go insane and the Crown Prince will be murdered. There will be sanguinary upheavals in France preliminary to the constitution of a kingdom. Bolshevism will end in 1921 in Russia.

"Mexico will be the starting point of the next war. High prices will abate and European exchange will be quoted at par in two years. There will be the greatest exodus of Jews from Russia and Central Poland in history, but they will not go to Palestine. They will, rather, emigrate to Argentina and Mexico."

BANK TELLER HELD FOR $35,000 THEFT

Schumacher Of Phoenix Of Hartford Had $10,000 In Cash When Arrested

CONFESSED TO HIS DOCTOR

Latter Gave Him A Hypodermic, Abstracted Money And Told Patient's Wife

Hartford, Conn., May 27.—With $10,000 in his pocket, Augustus H. Schumacher, for many years a trusted teller of the Phoenix National Bank, one of the largest in New England, was detained last night and today was arrested and committed to jail for presentation before the Federal Grand Jury next Tuesday on the charge of having embezzled about $35,000 during the last ten years. In spite of the fact that the Phoenix is reputed to have the safest kind of bookkeeping and checking systems, has recently had both Federal and private audit and examination and within a year has had another teller sent to Atlanta for embezzlement.

Suspicion of Schumacher was aroused on the occasion of his temporary absence from business. After reporting at the bank in the morning, opening his Teller's cage and laying out his cash, he notified an officer of the bank that his mother was sick and he wished to drive her to a doctor's office. Soon after he left the bank it was reported to Arthur D. Johnson, the Cashier, that the account of a large depositor was drawn down to a much lower point than usual, but not overdrawn. Johnson telephoned the depositor, asking him how large a deposit he had made the day before. The amount was stated, and then Schumacher's cage was unlocked and an examination made of his cash, which was found to total properly.

When Schumacher returned soon afterward he was questioned about the deposit made the day before and asked why it had not been turned in. His reply was that it was made too late in the afternoon for record, and he had the memorandum on his spindle. He was then asked where the cash was, and he replied that it was in his cash account. It was pointed out that it was not his cash, and he then left the cage abruptly and started to leave the bank, saying that he had been insulted. President Leon Broadhurst intercepted Schumacher on his way to door, saying: "You can't leave like that, Gus; let's talk it over," but Schumacher brushed him aside and left the bank. The investigation then started in earnest and revealed the shortage of $34,700.

After the scene in the bank he drove around town in his automobile. At the end of two hour's time he appeared at the office of Dr. Gustave A. Andre, with whom he was well acquainted. He told Dr. Andre he was in a highly nervous condition and must have relief. He said his nerves were shattered, and he feared what act he might commit. Dr. Andre questioned him as to the cause of his trouble, and finally asked if his accounts at the bank were all right. Schumacher confessed to Dr. Andre that he was a defaulter. He said that he had $10,000 in his pocket as get away money, and wanted to be "fixed up" so that he could drive his car. The doctor told him that he was in no condition to drive; that he must stay at the doctor's house over night; that he would get something that would make him sleep, and that in the morning he would be feeling much better and could then do as he pleased. Schumacher agreed to this, and Dr. Andre gave him a hypodermic injection in the arm. Schumacher soon went to sleep. After he had lost consciousness Dr. Andre took the roll of $10,000 from his pocket and drove to Schumacher's home, where he left the money with Mrs. Schumacher, telling her at the same time of her husband's confession to him that he was a defaulter.

The method employed by Schumacher was to hold out the record of deposits for twenty-four hours and shift the shortage from one account to another day by day. When he went on his vacation he arranged it so that the shortage in deposits devolved upon the account of a large depositor who would not be likely to draw down his account to the extent of revealing the shortage.

Harrison B. Freeman, Schumacher's attorney, when asked if he had any statement to make in connection with the case, said it was unlikely that any effort would be made between now and Tuesday, when the Grand Jury of the Federal Court will meet, to raise a $10,000 bond to secure the liberty of his client. He declared the money taken by Schumacher had not been spent on women or lost in stock operations, but that Schumacher had simply lived in excess of his income. Mr. Freeman volunteered the information that Schumacher's mind has been in a rather clouded condition for some time.

It was said at the bank that Schumacher's defalcations had been carried over a period of years, from his own admissions, from 1910 or 1911, and when the Phoenix Bank took over the business of the Charter Oak Bank in 1915, Schumacher of necessity had to continue his operations to cover up the shortage he had created in the Charter Oak Bank.

Says France Can Pay Her Debts In 40 Years

M. Loucher Suggests A Levy One-Half Of 1 Percent On Individual Fortunes

Paris, May 27.—Payment of the great French debt may be accomplished in forty years, says Louis Loucheur, former Minister of Reconstruction, whose views of the financial problem of the country are quoted in Le Journal.

Opposition to the frequently suggested tax levy on capital is voiced by M. Loucheur, who urges a levy of one-half of 1 percent on individual fortunes, and says a tax on capital would cripple industry and, gradually, the revenues produced by business.

M. Loucheur says France will owe 300,000,000,000 francs by 1925, and that a new tax yielding 2,000,000,000 francs a year would help dispose of it without placing a too heavy burden on the people. He adds that this levy, added to the 20,000,000,000 collected under the present law, would not be noticed.

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A-304

GEDDES RECEIVED BY THE PRESIDENT

British Envoy Is Presented And Delivers Message Of Good-Will

WILLSON REPLIES CORDIAL

Recalls The Visit Of Prince Of Wales As A Sign Of Friendship

Washington, May 26.—Sir Auckland Geddes, the new British Ambassador, formally presented his credentials to President Wilson at the White House today and exchanged with the Executive assurance of good-will and amity.

Before the British Ambassador went to the White House the President received the new Ambassador of Brazil, Augusto Conchrape de Alencar.

Sir Auckland in addressing the President said:

"His Majesty, my King, has instructed me to deliver to you this letter and to say that it is his desire that I should at the first possible moment renew to you, Sir, his assurances of the lively interest which he takes in everything that promotes the welfare and prosperity of the United States of America.

"Immediately before I left his Court of St. James I had the honor of being received in audience by him, when he charged me particularly to express to you, Sir, the vivid sense of pleasurable recollection with which he remembers Your Excellency's visit and that of Mrs. Wilson to him at Buckingham Palace.

"He has heard with deep emotion and regret of the loss of health from which you, Sir, have unhappily suffered. He prays that it may be wholly temporary and of short duration, and that Almighty God may restore you to your accustomed vigor.

"He has asked me also to thank you with the utmost warmth and cordiality for the gratifying receptions and boundless hospitality which have been extended to his eldest son, His Royal Highness the Prince of Wales, on each separate occasion on which he has visited the shores and lands of this great nation.

"May I, Your Excellency, on behalf of those who were by colleagues, the members of the Administration of the United Kingdom, and on by own behalf associate not only them but also myself with each and all of the royal messages of affection, goodwill and gratitude which it has been my great good fortune and high honor to be permitted to deliver to you. I am devoutly thankful that I am able to say that I believe it to be the unanimous wish and hope of the British peoples, wherever they may be, that the relations of friendship and co-operation between the people of the United States of America and themselves may be strengthened and developed, and that no cloud of misunderstanding may ever arise between them.

"It will be my unceasing effort ever to serve the peoples whom I have the honor to represent in the furtherance of their wish and hope."

The President said in his reply:

"It is, I am confident, quite unnecessary to say that I accept with pleasure from your hands the letter whereby His Britannic Majesty accredits you as his Ambassador Extraordinary and Plenipotentiary to the United States, or that the gracious words of His Majesty which you interpret to me are warmly appreciated. May I ask you to be so good as to express to him my sincere thanks for his kindly interest and good wishes?

"I was glad, as were the people of the United States, to welcome His Royal Highness the Prince of Wales. We felt honored by his visit. I greatly regret that the state of my health at that time did not permit the amount of personal attention it was my wish to give both on his own account and as, in some measure, a return for the cordial welcome and generous hospitality which His Majesty and Her Majesty the Queen extended to Mrs. Wilson and myself on the occasion of our visit to London. That visit is most agreeably remembered by us, and while we recognise that the reception accorded was not to us as individuals, we cannot dissociate ourselves altogether from its warmth and generousness and are personally grateful.

"I trust that your Government saw in the warmth of the greetings accorded to His Royal Highness a manifestation of the friendly good will which the people of the United States hold for those of Great Britain. Believing in the reciprocal friendship of the British people, it will be my aim in the future, as it has been my endeavor in the past, to further the cordial relations and close ties of friendship which unite the two nations.

"Thanking you and, through you, those who were associated with you in government for the kind and appreciated messages which you deliver on your own and their behalf, I am happy to accord you formal recognition in your exalted character, and trust that you will find your sojourn among us most agreeable."

Ambassador Alencar, in presenting his credentials, said the traditional friendship between Brazil and the United States, almost 100 years old, had never been broken or altered and "surely afforded a safe foundation for the stability of our mutual good understanding and the prompt and fair adjustment of any incident that should perchance impair it."

Report British Confer With Sinn Fein Head

Unofficial Attempt Being Made To Find Some Basis For Irish Settlement

Dublin, May 25.—Unofficial conversations have taken place between representatives of the British Government and Sinn Fein leaders in an effort to find some formula for a settlement of the Irish problem.

This was admitted today by Professor John MacNeill, Minister of Industries of the "Irish Republic," in an exclusive interview.

The British emissaries are entirely unofficial, but it is believed they have been commissioned by the Government to sound out the Sinn Feiners in the hope that negotiations may be opened.

The chief agent has been Lord Chief Justice O'Connor, who is a Catholic and Home Ruler, is on terms of intimacy with the Sinn Fein leaders and the Government. So far little progress has been made.

The attitude of the Sinn Fein is to maintain the full demand for an Irish republic, but willing to consider any definite proposal on its merits. It is understood the London Government is willing to go to the length of a dominion status, reserving control of defense and perhaps asking Ireland to make a voluntary contribution to the cost of its own defense.

Professor MacNeill feels that the prospect of Irish freedom is much improved.

"I believe both the Government and the Irish Unionists are finding that the present Home Rule bill will not work and are trying to make it workable," he said, adding: "Concessions on the imperial contribution in Ireland and the institution of two Irish Senates, while not satisfactory, are indications of a desire to improve the bill and to find something that will be acceptable.

"In the meantime, the Republican Land Arbitration Courts and the Criminal Courts rapidly are restoring normal conditions of law and order in Ireland. The only districts where conditions are abnormal now are the grazing districts, where an agricultural revolution is going on which has been given little notice abroad because it was not accompanied by violence.

"Then, we have been able at last to begin a constructive economic policy. We have made a start on reorganisation of the Irish fisheries, which have been shamefully neglected in the past by the British Government. We have three schemes under way at Baltimore, Dingle and Connemara and our policy in all is to give help by way of a loan.

'TIGER' BACKS POINCARE

Says His Resignation From Reparations Board Was Justified

Paris, May 26.—Light is thrown on the financial side of the Treaty of Versailles by an interview with Georges Clemenceau, former French Premier, obtained by Alfred Capus, editor of the Gaulois, and published in that newspaper today.

"Several persons know," said the former Premier, "that in the Peace Conference discussion of a fixed indemnity lasted for three weeks. We should not forget that a fixed sum for indemnity was the Anglo-American idea from the very beginning and that our allies never abandoned this point of view. They even made a most careful valuation of the sum Germany could pay, which was exactly 75,000,000,000 marks in all.

"Out of our share we would have to pay for the reconstruction of devastated regions, and I need not tell you we could not agree to such a solution. Discussion was long and ardent, because the Anglo-American idea as to Germany's powers of paying was firmly rooted, but finally an agreement was effected, and that solution was embodied in the Treaty of Versailles."

"Isn't that solution one that might be called an 'open account system?'" M. Clemenceau was asked, "by which it is proposed to exact from Germany everything she owes us, but by successive instalments as we are in a position to fix the indebtedness?"

"Quite right," the former Premier replied, "and with the occupation of the Rhineland as a guarantee both of the amount of the debt and the good faith of the debtor and with the Reparation Commission and the Permanent Control Organisation. I was in complete agreement with President Poincare on this plan. When I saw him accept the Presidency of the Reparation Commission I thought his acceptance the logical consequence of our mutual conception."

When the interviewer interjected that M. Poincare had resigned from that post M. Clemenceau declared: "I approved, as he could do nothing else, since our system had been thrown over."

M. Clemenceau spoke at some length on the immense difficulties of peacemaking, saying:

"They were much greater than the most sincere detractors of the treaty imagined. I said in the Chamber of Deputies that to preserve union among the Allies I would make every sacrifice. Well I didn't make every one. I made only some, and those principally in form; otherwise an agreement would have been impossible."

UNSAVORY TRICKS OF 'DRY' SLEUTHS

Severely Criticised In Maine, And Federal Courts Lose Patience With Them

Bangor, Me., May 15.—Federal Prohibition enforcement agents in this part of Maine are being severely criticised for the methods they employ in their efforts to convict people of violation of the Volsted Act, and they have even lost the confidence of the Federal courts. Only a few days ago two of these agents arrested a vaudeville performer, a Japanese traveling under a Chinese name, on the charge of being a traveling dealer in morphine and using the show business as a "blind." They declared, and caused to be published, that in their prisoner's baggage, which had been searched by a spy, 245 grains of the drug had been found, capsules containing that quantity having been submitted to Prof. Bartlett of the University of Maine for analysis, with the result indicated.

JUST A PLAIN LIE

At the hearing of the case Prof. Bartlett flatly contradicted the agents, testifying that he had told them nothing of the sort, and that his analysis disclosed scarcely a trace of morphine in the contents of the capsules, which turned out to be medicine for a cold, prescribed by a druggist in Saratoga, N. Y., whose name appeared on the box.

The prisoner was discharged and a numerous array of Federal officials, many of whom had traveled long distances to attend the hearing, at great expense to the State, returned home disgusted.

Every little while these Federal sleuths got up a sensational story, there were headlines in the papers, and then—nothing further was heard of it. The men arrested when a still was captured in Veazie several weeks ago never have been brought to court, and nothing ever came of the chase after the big motor boat that was said to have brought a valuable cargo of whiskey from Campobello, N. B., to Bar Harbor.

AS GUILTY AS THEIR VICTIMS

A few days ago four men were brought to Bangor from Fort Fairfield, away up in Aroostook County, 200 miles from Bangor, by these Federal agents, who charged them with unlawful possession of liquor, but after learning the method employed to entrap the prisoners the United States Commissioner refused to issue a warrant for them, expressing the opinion that the agents were as guilty as their victims and ought to be prosecuted. Upon hearing this the sleuths dropped the case like a hot potato and the Fort Fairfield men went home, poorer in pocket and reputation but richer in their knowledge of the ways of Prohibition agents.

As the story leaked out, the Federal sleuths were introduced by a stool pigeon to the Fort Fairfield men as a member of a fraternal order in which they also were members, and, confidence thus being established, the sleuths suggested that they ought to have a few drinks. The hospitable Fort Fairfield men at once volunteered to go across the New Brunswick border a short distance and get some liquor.

They went, and were returning over the line when another Federal officer, who had been tipped off by the first, arrested them and invited them to take a trip to Bangor.

The officer who perpetrated this trick taunted the prisoners, saying: "I didn't think you was so easy for that game."

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" "	1906	"	12	"	"	"	$58
" "	1904	"	12	"	"	"	$64

"GRAND MARNIER" Liqueur:

Cherry Brandy	12 quart	Bottles		M.	$30
" "	24 pint	"		"	$36
Cordon Jaune	12 quart	"		"	$30
" "	24 pint	"		"	$36
" Rouge	12 quart	"		"	$40
" "	24 pint	"		"	$48

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Company Orders No. 493 Springfield Rifles and Colt Revolvers

a. All Springfield rifles and colt revolvers in possession of members of the company will be turned in at the Orderly Room for inspection between July 7 and 12, 1920.

b. These weapons may be reissued to original holders upon recommendation of the Musketry Officer.

c. Failure to comply with this order will result in these weapons being taken up permanently.

Special Orders No. 531 Recruiting Cup 1919

The Recruiting Cup for 1919 was won by Sergeant H. T. Bradley. Corporal F. S. T. Smith (honorably discharged) was second.

Special Orders No. 532 Enlistments

The following men have been enlisted and are directed to report to Lieut. Chatom, Standard Oil Company, for instructions.

Pte. G. E. Fowler, Bus. 128 Szechuen Road, C-947; Res. 61 Carter Road, W885.

Pte. C. E. Masters, Bus. 22 Kiukiang Road, C1662; Res. 889 Rue Ratard, W833.

Pte. W. H. Humphrey, Bus. 1-F Hankow Road, C1488; Res. 61 Carter Road, W883.

Pte. N. F. Xavier, Bus. 128 Szechuen Road, C947; Res. 61 Carter Road, W883.

Pte. N. B. Gillon, Bus. 53 Szechuen Road, C944; Res. 61 Carter Road, W883.

Pte. R. Deming, Jr., Bus. 128 Szechuen Road, C947; Res. (Temporary) Kalee Hotel, C666.

Pte. K. W. MacDonald, Bus. 1 French Bund, C2259; Res. 522 Avenue Joffre, W411.

Pte. L. C. Graham, Bus. Standard Oil Company, C257; Res. 30 Seward Road.

Pte. E. N. Roeser, Bus. 36 Kiangse Road, C1670; Res. 555 Rue Lafayette, W7.

Pte. F. D. Hendrickson, Bus. 36 Kiangse Road, C1670; Res. 222 Ave. du Roi Albert, W1842.

Pte. W. B. Christian, Bus. 22 Museum Road, C5488; Res. Palace Hotel, C39.

Pte. F. C. Noble, Bus. 53 Szechuen Road, C944; Res. 162a Bubbling Well Road.

Pte. C. F. Brush, 128 Szechuen Road, C947; Res. Kalee Hotel, C666.

Pte. L. W. Strawn, Bus. 53 Szechuen Road, C944; Res. 5 Studley Ave., E395.

Pte. A. E. Lloyd, Bus. 22 Museum Road, C5488; Res. Palace Hotel, C39.

Pte. P. C. Klingsmith Bus. 1 Kiukiang Road, C1174; Res. Astor House, N200.

Pte. M. Williams, Bus. 36 Kiangse Road, C1670; Res. 167 Bubbling Well Road, W1548.

Special Orders No. 533 Promotions

The following have been promoted to be Sergeant, with seniority in the order named:

Corporal A. Q. Adamson.
Corporal C. J. Langley.
Corporal E. L. McCloskey.

The following have been promoted to be Corporals, with seniority in the order named:

L. Corp. L. R. Schinazi.
Private L. G. Canda.
" H. E. Marsden.
" T. J. Engstrom.
" A. T. Cooper.
" H. A. John.
" J. T. R. Turner.
" D. D. Patterson.
" J. M. Rogers.
" R. P. Roberts.
" N. O. Noah.

The above N.C.O.'s will at once secure from the Orderly Room the proper chevrons and the men will pay them the respect due their rank

Special Orders No. 534 Reduction

At his own request Corporal E. J. Anderson is reduced to the ranks and assigned to the Third Squad of the Second Platoon.

Special Orders No. 535 Assignments

The Machine Gun Platoon has been temporary disbanded.

To conform to the 1919 Drill Regulations the Company has been divided into two platoons of four squads each. Each platoon consists of two sections, with a Sergeant as Section Commander and a Corporal as Section Guide. When the platoon is formed in line the Section Commanders take post as right and left guides of the platoon, the Section Guides (Corporals) being in the line of file closers. The assignments of N.C.O.'s and men are shown on the printed sheet accompanying these orders. The Squad Leaders will communicate with the Personnel Officer, N1868, and secure from him the addresses of the men of their squads.

Special Orders No. 536 Leaves

The following leaves have been granted:

Private Fitch, June 19 to July 18, 1920.
Private Willson, June 19 to June 21, 1920.
Private Allan (sick leave), June 19 until further orders.
Bugler Alexander, June 20 to August 25, 1920.
Private Sauer, June 23, 1920 to January 23, 1921.
Private Bullock, June 23 to July 4, 1920.
Private McRae, June 29 to July 2, 1920.
Private Stafford, June 30 to July 24, 1920.

Special Orders No. 537 Return To Duty

The following have returned to duty from leave.

Corporal J. M. Rogers (from sick leave).
Private P. L. Gross.
Private E. J. Anderson.

Special Orders No. 538 Discharges

Private H. A. Mehlen, honorably discharged, account departure from Shanghai.

Private R. F. Hazleton, Dropped from Company's roll for dereliction of duty.

Note: (a) A new squading list is in course of preparation and C.O's and men are directed to give notice of any changes of address or telephone number to Lieut. Wilner, Personnel Officer, N1868.

(b) Change of address. The following changes have been noted:

Lieut. Olsen Res. Phone N. 1012.

Shanghai, July 1, 1920.

(Sgd.) S. A. Ransom, Major, Commanding American Co., S. V. C.

WILLS $3,000,000 IN 18 LINES

Mrs. Thomas C. Bennett Leaves Entire Estate To Husband

New Haven, May 25.—The will of Mrs. Thomas G. Bennett, who was the wife of the Chairman of the directorate of the Winchester Repeating Arms Company, offered for probate today, was eighteen lines in length, in her own handwriting, and leaves everything to Mr. Bennett.

The estate exceeds $3,000,000 in value.

PROF. I. K. SETO.
Turkish Bath
and
Massage establishment
In connection with medical Department, cures rheumatism, nervousness, fat people reduced, also skin, venereal diseases and internal diseases. Room for patients.
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'New Thought Center"
522 Avenue Joffre
Telephone West 411
Meeting every Sunday 3:30 p.m.
The public is cordially invited.
30459

Dr. Furstenberg M. D.
Specialist in urinary, venereal skin and internal diseases.
Hours 11-1 and 4-6 p.m.
25 Avenue Edward VII. Ben Building.
30414

Yu Fong Steamship Co.

NOTICE

Referring to the fact that this Company has been instructed by the Ministry of Communications to take charge of the expenses connected with the personnel, repairs, and insurance of the "Hwah" line of steamers, this Company is unable to assume charge of the above mentioned matters as previously announced, because the Chinese Government Steamship Administration has not acted in accordance with the terms of the agreement entered into and the orders of the said Ministry. Consequently we returned all transferred documents to the said Administration on the 30th of June, 1920. These documents have been refused acceptance by Commissioner Sah of the said Administration.

Inasmuch as this appointment to take over charge of matters aforesaid was received directly from the Ministry of Communications, this Company does not recognise any third party having authority in this; and has accordingly reported the case to the said Ministry for instructions before further action. We therefore beg to announce to the public once again that meanwhile this Company will bear no responsibility whatever for expenses relating to the aforesaid personnel, repairs, and insurance of the above mentioned vessels.

By Order
T. C. FU,
Manager
C. T. LO,
Sub-Manager.
Shanghai, July 1, 1920.
30659

THE DEPARTMENTS
of
DERMATOLOGY AND UROLOGY
OF THE
EDEN HOSPITAL
Now Open
Hours: 2 to 4 p.m. and by appointment
STRICTLY CONFIDENTIAL
Reduced rates to men in uniform
Telephone: Central 4718
P. 372 Nanking Road
(Opp. Lloyd Road)

NOTICE OF REMOVAL
The International Correspondence Schools
AND
Technical Supply Company of China
are now located at 83 Szechuen Road
(opposite Hall & Holtz).
30509

NOTICE OF REMOVAL.
ALL-RUSSIAN CENTRAL UNION
OF
CO-OPERATIVE SOCIETIES
We are now located at 12 Boone Road, corner Seward Road
30632

-:- JULY 4th -:-
COME TO
CAFÉ PARISIEN
A Special Dinner will be served
Our famous Jazz Orchestra led by
HARRY KERREY
will play dance music throughout the evening.
THE COOLEST CAFE IN TOWN.
25 AVENUE EDWARD VII

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 24)

NOTICE

Whereas under instructions from the Ministry of Communications at Peking to the effect that the management of the "Hwah" line of steamers, their Marine Insurance and all Expenditure in connection with the said steamers are to be entrusted to the care of the Yu Fong Steamship Co. who shall make advances to meet all expenditure, whereas, after the transfer, this Administration shall still strictly exercise due supervision with a view to prevent unnecessary expenditure, and whereas the Yu Fong S.S. Co. have since fixed the first of July, 1920 as the date to take over the management, I, as Commissioner of this Administration have transferred all documents relating to all steamers and of accounts pending settlement to the Yu Fong S.S. Co.

Commencing from the first of July, 1920, this Administration will cease to receive or pay all steamers' accounts. All moneys due to this administration before the 1st July, 1920, and now outstanding will be received by the Yu Fong S.S. Co., and all moneys due by this Administration will be paid by the Yu Fong S.S. Co.

The above transfer has been reported to the Ministry of Communications by wire in addition to notifying the Yu Fong S.S. Co. to carry out all conditions in conformity with the agreement entered into by the Ministry of Communications with the Yu Fong S.S. Co. Adverting to the notice inserted in the leading papers by the Yu Fong S.S. Co. in respect of money and other matters, the statement is not quite consistent with the terms of the agreement entered into by the Yu Fong S.S. Co. with the Ministry of Communications.

Chinese Government Steamship Administration
F. M. SAH,
Commissioner.
Shanghai, 29th June, 1920.
30554

CAPITALISTS
Intending to operate coal mines in Kiangsu, Chekiang, Hunan, Hupeh and Anhui, or other mineral mines, please apply to Young Trading Co., Mining Dept., 574 Nanking Road, Shanghai. Commission agents please don't apply.
30482

HONMA HOSPITAL
No. 8A Miller Road.
Tel. N. 2961
DR. K. HONMA
(Former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
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Massage Treatment

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New Edition of
Dingle's New Map of China
(In English and Chinese)
This New Edition is nearly ready—4 sheets, 31 by 42 ins.; may be used as four maps, or mounted to make full map; fully revised and brought up to date in every respect.
Particulars on request. Tel. C. 3071
For Eastern Geographical Establishment
No. 6 Kiukiang Road, Shanghai
29129

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Specialist in venereal, urinary, skin and internal diseases.
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(Corn. Szechuen Road)
Office hours 11-1 and 4-6
Residence 77 Avenue Dubail
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27310

KINGMAN & BROS.
Dental Surgeons of the Philadelphia Dental College and Garretson's Hospital of Oral Surgery, Philadelphia, U.S.A.
Will perform all kinds of dental operation on modern scientific principles, and supply:
Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates
Gold Crown and Bridge Work.
All work is guaranteed to entire satisfaction.
TEL. CENTRAL 515
40, Szechuen Road, Shanghai.

MUNICIPAL NOTIFICATION
No. 2715.

SHANGHAI MUNICIPAL COUNCIL 6 PER CENT. STERLING LOAN, 1920.

Amount £750,000

Price of Issue £100 per cent.

UNDER the authority of Resolution VII passed at the Annual Meeting of Ratepayers on April 7, 1920, the Council hereby invites applications for Bearer Debentures (with coupons attached) in the 6 percent. Sterling Loan of 1920, which is issued on the following terms:—

(1) Debentures to Bearer, with Sterling interest coupons attached, will be issued at £100 percent in denominations of £1,000, £500, £100 and £50.

(2) The Debentures of this issue will bear interest at the rate of 6 percent per annum, payable on June 30 and December 31 in each year by sterling demand draft on London at par, or in silver (local currency) at the Hongkong and Shanghai Banking Corporation's Shanghai current demand buying rate on London on date of presentation of the relative coupon. The first payment of interest will be made on December 31, 1920.

(3) Applications, accompanied by payment in full, will be received by the Hongkong and Shanghai Banking Corporation, No. 12 The Bund, on and after May 1, up to and including June 30, 1920, the Council reserving to itself the right of closing the subscription lists on any day previous to June 30, 1920, by Notification in the Municipal Gazette and Public Press of Shanghai.

(4) Payment on application will be accepted in Silver (local currency) at the Hongkong and Shanghai Banking Corporation's current selling T.T. rate on London and will bear interest from date of payment, or in Sterling by T.T. or Demand Draft on London. Interest on payments made in Sterling will only accrue from the date on which the relative remittances are received by the Hongkong and Shanghai Banking Corporation, London.

The cost of all telegrams involved through payment by Sterling T.T. shall be paid by the applicant.

Payment will be acknowledged by Banker's Receipt pending issue of the Debentures.

In the event of any applicant not being allotted the full amount applied for, the amount over-applied for will be repaid in full plus interest at the rate of 6 per cent per annum from the date payment was received in Shanghai or London to the due date of repayment in Shanghai, as notified to the applicant by special notice from the Council.

(5) The Loan will be redeemed at par on June 30, 1950, but may be redeemed by the Council in whole or in part on June 30, 1930, and/or on any subsequent date or dates on which the half-yearly interest is payable, subject to the Council giving six calendar months' notice in the Municipal Gazette and Public Press of Shanghai. In the event of any partial redemption of the loan the numbers of the Debentures to be redeemed will be decided by drawing. The numbers of such drawn Debentures will be notified in the Municipal Gazette and Public Press of Shanghai not less than three months prior to the date of repayment.

Application forms can be obtained on and after May 1, from the Hongkong and Shanghai Banking Corporation, No. 12 The Bund or from the Treasurer and Comptroller, Finance Department, 24a Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary
Council Room,
Shanghai, April 29, 1920.
30605

FRESH MILK
delivery twice daily.
EXTRA ORDERS
are executed at any time
AIKOSHA DAIRY
89 Avenue Dubail
Tel. C. 2175

CAFÉ PAULISTA
P448, Nanking Road,
'Phone C. 2930
TIFFIN 75 cts.
DINNER $1.00
also Meals a la Carte.
Cakes of all kinds made to order.
GENUINE BRAZIL COFFEE
Tins 70 cts. lb.,
Tabloids 60 cts. doz.

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General Importers and Exporters, Commission Agents and Manufacturers' Representatives.
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122 Szechuen Road. Tel. C. 1967.
Cable Address "SONMAY" U.S.
POST BOX. 620.
Mr. Sih Pao Zung, *President.*
Mr. G. S. Hsueh, *Director.*
Mr. S.S. Kingsley, *Gen. Manager.*
Mr. Zoe Liang-sien, *Sub. Manager.*
S.S. KINGSLEY & Co.
122, Szechuen Road,
SHANGHAI.
1st July, 1920. Shanghai, China.
30594

The President and Committee of the American Club will hold a reception for men only at the Club premises on Monday, July 5th, 1920, from 12:00 to 3:00 p.m.
All Americans and their friends are cordially invited.
By order of the Committee:
W. A. Adams
Honorary Secretary.
30593

Dr. James Yuking,
Specialist in the treatment of Venereal Diseases and Piles.
73 Nanking Road.
Piles guaranteed to be cured within ten days after one treatment without operation or pain.
Office hours: 9-12 and 1-5 daily.

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TERMS MODERATE.
27748

A PRESENT FROM TIBET
Now look here you Lawyer, or Captain, or Doctor or whatever you are, don't you want something special for that friend of yours. At Shanghai you can have a Fox Skin made up for very little money, but at Shanghai it will cost you lots of money for a real Tibetan Fox Skin. If you can get one at all. Mail a Chinese Post Office money order for $25 to Mr. Elly Widler, Ta Tsing-lu, Szechwan Province and he will immediately send you a specially selected Tibetan Fox Skin. You will be pleased, she will be pleased and everybody will pleased.
Born 1915—Still Existing.

Municipal Notification
No. 2702

7 PER CENT. LOAN, 1920

Price of Issue until further notice 92½ per cent.

Under the authority of Resolution VII passed at the annual meeting of Ratepayers on April 7, 1920 the Council hereby invites applications for debentures in the 7 per cent Loan of 1920.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 92½ per cent until further notice and will be redeemed on December 31, 1930.

The scrip will be issued in denominations of Tls 1,000, Tls 500 and Tls. 100 to suit the convenience of applicants, but no allotment for a less amount than Tls. 500 nominal will be made except to depositors in the Municipal Investment Bank.

Application forms can be obtained from the Treasurer and Comptroller, Finance Department, 24a Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary
Council Room,
Shanghai, April 15, 1920.
30604

PUBLIC STENOGRAPHER
ASTOR HOUSE HOTEL
30404

NOTICE
Second Announcement

The fact that this Administration has carried out the instructions of the Ministry of Communications and the terms of the agreement entered into by the Yu Fong S.S. Co. with the Ministry of Communications that the management of the "Hwah" line of steamers was to be transferred to the said Company has been already advertised in the local papers.

Adverting to the statement published today in the Chinese newspapers by the Yu Fong s.s. Co. to the effect that Accounts incurred in 1917 and 1918 have also been handed over to them, we must point out that the said Accounts consist of statements of accounts with vouchers for money received from the American Shipping Board on account of the s.s. "Hwah Jah" etc.

These accounts and vouchers were handed over to them for reference in order to enable them to deal with the American Shipping Board and to make up final report to the Ministry of Communications.

It is surprising to note that the Yu Fong S.S. Co. has inadvertently taken the matter to be a request for payment of old outstanding debts.

We hold receipt from the Yu Fong S.S. Co. for all documents regarding the transfer and the management of the "Hwah" line of steamers. These documents have never been taken back by us.

The Yu Fong S.S. Co. commencing from the 1st day of July, 1920, is therefore responsible for the management and accounts of the "Hwah" line of steamers.

Besides wiring the above facts to the Ministry of Communications, the public is hereby again notified.

Chinese Government Steamship Administration
F. M. SAH,
Commissioner.
Shanghai, July 1, 1920.
30629

NOTICE

The undersigned, Own Chinkee (翁金貴), original name Ka Chinkee (解金生), hereby declares that by desire of his late father, he was adopted when a small boy into the Own family on his mother's side and was brought up by the Own family as their son. Subsequently, owing to the death of his father and out of filial consideration for his mother he still used his original name of Ka Chinkee. However, this was against the will and desire of his late father and much regretted by the Own family. Furthermore, the children in the Ka family have greatly increased, whilst the thirteen branches of the Own family are without sons. Hence a meeting of the family elders was held during the former Ching dynasty according to the usual Chinese custom, and his mother consented that he, Ka Chinkee (as the second son) should be adopted into the Own family, and that thereafter he should entirely sever his connection with the Ka family. As some years have elapsed and the matter may not be generally known, it is now desired to put the above facts on record and all friends, relatives and the general public are requested to take note accordingly.

OWN CHINKEE,
Compradore, Slowe & Co.
WHITE-COOPER, MASTER & HARRIS,
Solicitors.
No. 1464. 30445

Dr. E. G. Lobzowsky
DENTIST
Four Years' Practice in New York.
Painless Extractions, Plate Crown Bridgework, Gold and Porcelain Inlays.
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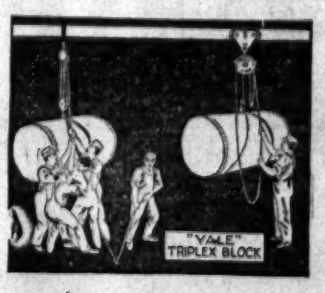

with the new on this
For prices and particulars, apply to
FEARON, DANIEL & CO., INC.
18B, Kiangse Road,
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Tel., Central 2036
Dr. FRED M. GENSBURGER
Eye Specialist
Consulting Hours
2 to 5 p.m.
and by appointment
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1st Floor

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TABS and CARAMELS
We have them at 10 cents a packet.
CHOCOLATE CARAMELS $1.00 a lb.

Health, Beauty And The Home

Signs of Spring

By Mrs. Christine Frederick,
The Distinguished Authority on Household Efficiency.

SOME one wrote me the other day and asked me if I thought it was necessary to clean house in the Spring, and didn't I think that if a house were kept thoroughly clean all year we could eliminate this annual housecleaning bugbear.

I replied that no matter how well a house was kept all year there was every reason for an annual Spring house cleaning. In the first place, at this season we change fuels and stop using furnaces and stoves of a Winter type. This means that all such stoves must be thoroughly cleaned for the Summer, and especially that the cellar, which has had such hard use all Winter, must be thoroughly overhauled. In cold weather, for instance, it is impossible to remove ashes, garbage and cellar waste adequately owing to the low temperature. The cellar, outhouses, drains, etc., must be made ready for Summer service. And the time to do this is the Spring.

Again, this is the time of year when we naturally send for the carpenter, the painter and the repair man. We want this or that thing refurbished, redecorated, etc., and any such work makes confusion and dirt anyway, so why not have a general clean up at the same time?

Still further, the first signs of Spring generally bring a general town and city clean up. At this time various health associations and women's clubs devote a week to a special clean up of basements, streets and houses. In many places the Street Cleaning Department increases its service, and organizations such as the Salvation Army make special calls with their wagons for what might be called waste, but which may be of still further usefulness to those in different circumstances. It is therefore logical that the individual housekeeper co-operate with such civic organizations and keep abreast of the season by putting her own house in order.

But last, and in my opinion the most important reason why we need a week of house cleaning is a psychological reason. In other words, I think that almost every woman needs a week of housecleaning in Spring. Spring is a time of moods and feelings and possible irritation. We have not yet gotten over the confinement of Winter. Our limbs are housebound, we may say. And yet it is not warm enough weather to get outdoors very much and we have not quite passed the transition from cold to warm.

You know how frequently it happens that we seem to need a tonic at this season, that we yearn to do something different and that the smallest matters often annoy us greatly. If we are wealthy we can go South for the golfing or West for the bathing. But if we are just the plain, stay-at-home kind of woman all we need do is grab a carpet beater and use it on the rugs in the back yard for half a day. House cleaning is the best kind of an outlet to the fretty, jaded nerves of the woman who has been much in the house all Winter. It braces her up to see the dirt fly and she feels refreshed and virtuous and satisfied when she sits down in the house that she has made clean by her own efforts. It is for this reason mostly that I think every woman needs at least to oversee a Spring housecleaning every year.

But like every other good general she ought to first plan her Spring cleaning campaign. This year, more than ever before, labor is scarce and any kind of painting, renovating or other work may be greatly delayed. This Spring it is first catch your carpenter and put salt on his tail or be willing to marry a painter in order to have your work done when you want it!

If there is any new covering to be made, any new hangings or draperies, this also should be attended to in good season. Conditions show that there is a shortage of all such textiles and an increased price for making up curtains, pillows, etc, to measure.

The manufacturer of ready mixed paints has placed at the hands of the woman in the home a means of fighting present high labor costs. There is scarcely a woman who cannot do interior painting very well indeed if she tries. I have recently had an estimate on varnishing my living room floor, having received a price of $15 on the work. But I found that it would require only one gallon of the best varnish, which at even present high prices is not $4. Also I knew that three hours of my own time will make a good job of it. Why not then put the extra $11 into savings stamps or the children's education fund?

Often in the Spring radiators and steam pipes look dingy. There are prepared gold and silver powders to be bought which can be easily mixed with a fluid having a strong banana-like odor. Patience and a small brush will transform the soiled radiators into attractive, shining ornaments. Let me suggest that the one doing the work place heaps of old rags under and around the radiator or pipes while working, since a spot of this fluid on a wooden floor is most difficult to remove.

For a long time the putting in of window glass was a mystery to me. But one day I watched the man most carefully, saw how he inserted the glass, fastening it with small triangular brads and putting the putty on last. Now no man will receive fifty cents an hour from me for mending broken panes!

Forehanded is forewarned. This is the time to order a supply of disinfectants like chloride, carbolic, tar paper, etc. Soap cleansers, all the good friends of rub-a-dub-dub, should be on our shelves long before our actual house cleaning begins.

Speaking of housecleaning leads me to mention the following good books which any woman would do well to have and study before she begins to clean: "The Complete Housekeeper," by Emily Holt; "The Housekeeper's Handbook of Cleaning," by S. J. MacLeod; "Housekeeper's Handy Book," by L. M. Baxter; "Insects Injurious to the Household" and "The Chemistry of Cleaning," by E. H. Richards.

If there is one book I could not do without it is "The Complete Housekeeper. If ever I want to know how to clean silver or glass or mend wall paper, or glue bric-a-brac or paint a floor or polish a table top, I will surely find what I want to know in this book. It is a perfect compendium of information on every subject of cleaning, repairing and making over.

Don't dread the annual housecleaning. Remember that the first signs of Spring should occur not only in the garden or among the birds, but in the heart and mind of every woman, wherever her home may be.

"Drinking water freely between meals helps to keep the nose looking its best."

Photograph Posed by MISS GRACE DARLING at CAMPBELL STUDIO

Pretty Noses

By Lina Cavalieri,
The Most Famous Living Beauty.

WHEN not due to over-indulgence in alcohol, an excessively red nose is usually the result of indigestion or clothing that is too tight. In the first stages of the trouble I would bathe the unfortunate feature with this lotion: Distilled water, 50 grams; rosewater, 50 grams; tincture of benzoin, 1 gram; sulphate of potassium, 1 gram.

If the redness has persisted so long that it has become chronic, then I would massage the following preparation freely into the affected organ: Rectified alcohol, 8 grams; pure glycerine, 8 grams; precipitated chalk, 8 grams; cherry laurel water, 8 grams; precipitate of sulphur, 8 grams.

Also it is essential that you eat plain foods, very little meat, many vegetables and salads and much fruit. Drink water freely between meals.

You can often improve the shape of an ugly nose by gently pulling it, beginning at the bridge, between the eyes, and pressing the cushions of the thumb and first finger against the sides of the nose and drawing them slowly, gently, but with firm pressure to the tip. Dip a soft complexion brush into green soap, which you probably know is a liquid, and scrub the parts affected by blackheads. The more obstinate of them may have to be pressed gently out with the fingers or a comedone extractor. Afterward apply cold cream to heal the skin irritated by the treatment.

Should you happen to be afflicted with that bane of an oily, shiny nose, try dusting it repeatedly with this powder: Bicarbonate of soda, 2 ounces; pulverized orris root, 1 ounce; pulverized spermaceti, 1 dram. Mix thoroughly and keep in a dry place.

It is well known to the medical profession that a sparing diet, chiefly of fruit and liquids and copious water drinking would soon clear the complexion. Alternate hot and cold cloths to the skin of the nose will help to clear it. A pinch of iodide of lime in a glass of water in daily doses for a week will aid in the body cleansing which is necessary if your nose is afflicted with unsightly boils. A few Turkish baths will aid wonderfully in the work.

Sometimes it chances that the nose is harassed with a continually recurring crop of blackheads, particularly in the creases on the side. For this trouble I would recommend scrubbing the affected parts with green soap, using a complexion brush. When they have been properly softened, then press out the blackheads with the side of a needle that has been sterilized by passing it through a flame or through boiling water. After pressing out the blackheads, put cold cream on the affected parts to heal the irritation.

After this treatment, you are likely to be distressed with enlarged pores, which are ready to become filled once more with an accumulation of grime and sebaceous matter until a new crop of blackheads result. To avoid this, bathe the nose frequently with this lotion, which is most excellent for decreasing the size of open pores, and also for checking any tendency of the skin toward excessive greasiness: Rosewater, 3 ounces; elder flower water, 1 ounce; tincture of benzoin, ¼ ounce; tannic acid, 5 grains.

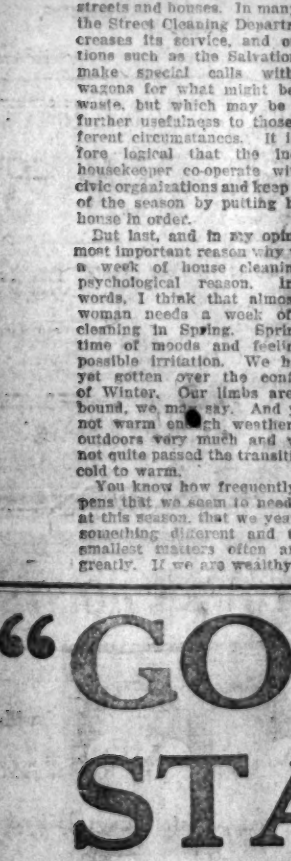
If it is indigestion that has caused this unpleasant redness of your nose, then you need not despair, for indigestion in all its various forms can be corrected if you will go the right way about it.

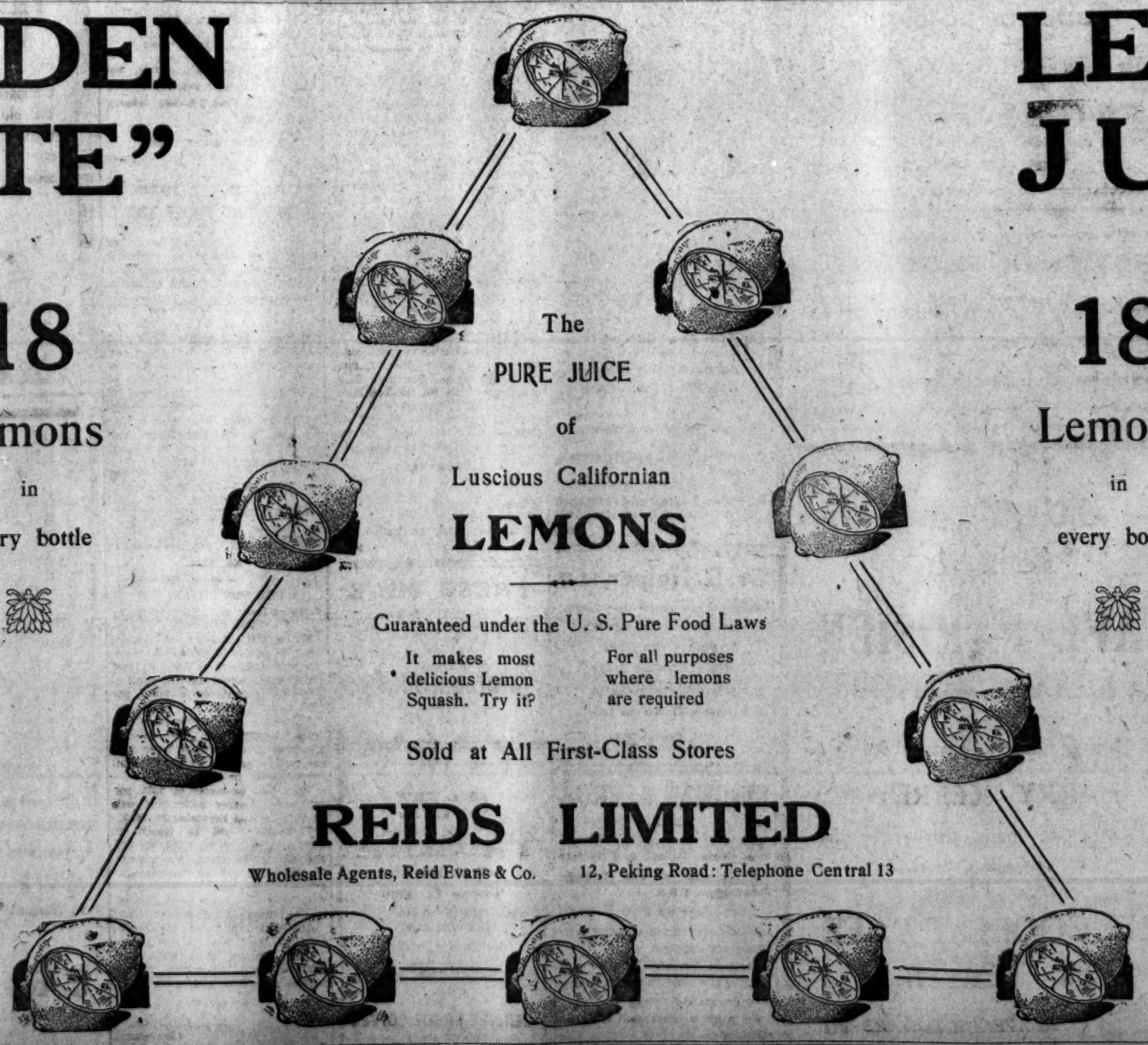
The best method of curing it is by walking in connection with a careful diet. Indigestion is a physical failing, especially peculiar to some men and to many women. Walking by bringing into play unused muscles and by making deep breathing necessary, as a long walk always does, relieves this condition. Bear in mind that whatever cleans the internal organs brightens the eyes. Whatever promotes deep breathing lays in a new stock of vigor, as we fill our cellars with coal in the Winter.

However, if you form the daily walk habit for the purpose of curing your indigestion and restoring your nose to its normal appearance, you must see that it really becomes a daily habit. Don't stop indoors because it is too hot or because it is raining. The rain won't hurt you in the least. In fact the dampness in the air is particularly good for your complexion. Wear your raincoat and turban. Put on your rubbers and tilt your umbrella at its most coquettish angle. Thus garbed you won't care how wet it is and the walk will do you a world of good.

"GOLDEN STATE"

18 Lemons in every bottle





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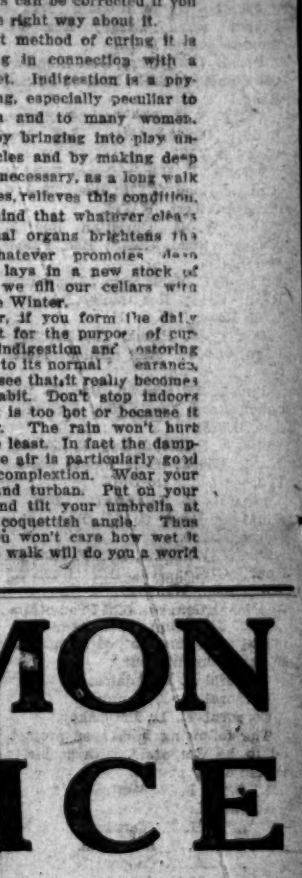
LEMON JUICE

18 Lemons in every bottle



Financial And Commercial News

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

Stock	Closing Quotations
Banks	
H. K. and S. B.	$610 B.
Chartered	£80
Russo-Asiatic	Rs. 250
Marine Insurances	
Canton	Tls. 305 B.
North China	Tls. 153
Union of Canton	Hk. 192½ B
Yangtsze	$230 B.
Far Eastern Ins Co., Ltd.	Tls. 19 B.
Fire Insurances	
China Fire	$128
Hongkong Fire	$808 B.
Shipping	
Indo-China Def.	$212½ S.
Indo-China Pref.	$18
"Shell"	136/7 xR.
Shanghai Tug ord	Tls. 52½ B.
Shanghai Tug pref	Tls. 35 B.
Mining	
Kaiping	Tls. 19
Oriental Cons.	17/-
Raub	$1.30 B.
Docks	
Hongkong Dock	Tls. 132 B.
Shanghai Dock	Tls. 132 B.
New Eng. Works	Tls. 26 B.
Wharves	
Shanghai Wharf	Tls. 150
Hongkong Wharf	Tls. 86 B.
Lands and Hotels	
Anglo-French Land	Tls. 70 B.
China Land	Tls. 80
Shanghai Land	Tls. 63 B.
Weihaiwei Land	Tls. 8
Whai Hotel Ltd.	Tls. 87½ B.
China Realty (ord.)	Tls. 68
China Realty (pref)	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 575
E-wo (pref)	Tls. 77½
Laou-kung-mow	Tls. 400
Oriental	Tls. 200
Shanghai Cotton	Tls. 275
Kungyik	Tls. 50
Yangtszepoo	Tls. 35
Yangtszepoo Pref.	Tls. 75
Industrials	
Butler Tiles	Tls. 25
China Sugar	Tls. 231 B.
Green Island	Tls. 7.30 B.
Langkats	Tls. 17
Major Bros	Tls. 5
S'hai Sumatra	Tls. 95 B.
Stores	
Hall & Holtz	Tls. 12½
Llewellyn	$30
Lane, Crawford	Tls. 80 B.
Moutrie	$35
Watson	Tls. 585 Sa.
Weeks	Tls. 11
Rubbers (Local)	
Alma	Tls. 5¾ B.
Amherst	Tls. 0.50
Anglo-Java	Tls. 8¾
Anglo-Dutch	Tls. 3¾ B.
Ayer Tawah	Tls. 20 x D B
Batu Anam 1918	Tls. 0.65 B.
Bukit Toh Alang	Tls. 1¼ B.
Bute	Tls. 0.50 B.
Chemor United	Tls. 0.75 B.
Chempedak	Tls. 5
Cheng	Tls. 1½
Consolidated	Tls. 2.20 B.
Dominion	Tls. 5½
Gula Kalumpong	Tls. 6¼ B.
Java Consolidated	Tls. 12½ B.
Kamunting	Tls. 3.85
Kapala	Tls. 0.20 B.
Kapayang	Tls. 10
Karan	Tls. 7.60
Kota Bahroe	Tls. 3½
Kroewoek Java	Tls. 12½ B.
Pudang	Tls. 8
Pengkalan Durian	Tls. 3 B.
Permata	Tls. 1 B.
Repah	Tls. 0.50 B.
Samagaga	Tls. 0.70 B.
Seekee	Tls. 1 B.
Semambu	Tls. 0.70 B.
Senawang	Tls. 4 B.
S'hai Klebang	Tls. 0.50
Shanghai Malay	Tls. 3
S'hai Malay pref	Tls. 10
Shanghai Pahang	Tls. 1 B.
Sungala	Tls. 0.50
Sungei Duri	Tls. 6½ B.
Sua Manggis	Tls. 3 B.
S'hai Kalantan	Tls. 0.55
S'hai Seremban	Tls. 0.60
Taiping	Tls. 1
Tanah Merah	Tls. 0.65 B.
Tebong	Tls. 15 B.
Ulobri	Tls. 2¼
Ziangbe	Tls. 5 B.
Miscellaneous	
C. I. & E. Lumber	Tls. 325
Culty Dairy	Tls. 12
Shanghai Trams	Tls. 67
Shanghai Gas	Tls. 14 B.
Horse Bazaar	Tls. 34
Shanghai Mercury	Tls. 25
S'hai Telephone	Tls. 60
S'hai Waterworks	Tls. 120 B.

B. Sellers. Sa. Sales. B. Buyers.

Benjamin and Potts, 8 Jinkee Rd.

Telephone No. Central 298

Cotton Market

Messrs. J. Spunt and Co. write as follows in their report dated July 3:

China Cotton.—There is very little to be said about the condition of the market since our last circular was issued. Chinese merchants report business in some few hundred bales at ruling rates for speculative hands only little interest is being manifested by the Spinners in general. Prices all the way have not undergone any decided change one way or the other notwithstanding the improvement in the Yarn market in Japan.

The New Crop is reported to be progressing favorably and with sunshiny weather from now on will no doubt see a bumper crop for the coming Season. Tone of the market, quite.

Exchange and Bullion

Shanghai, July 3, 1920.
Exchange and Bullion
Sovereigns: buying rate,
@ 5/1=Tls. 3.93
@ exch. 73=Mex. $5.39
Gold Dollars: Bank buying rate,
@ 100¾=Tls. 0.99
@ exch. 73=Mex. $1.36
Mex. Dollars Market Rate 72.7875
Shanghai Gold Bars: 978 touch Tls. 241
Bar Silver 998 touch ... Tls. 111
Copper Cash ... per tael 190.500
Native Interest ... Tls. 07

Latest London Quotations

Bar Silver	51⅛d.
Bank Rate of Discount	7%
Ex., Paris on London	Fr. 47.80
Ex., New York on London T.T.	G.$3.96

Exchange Closing Quotations

London T.T.	5/1
London Demand	5/1⅛
India T.T.	280
Paris T.T.	1220
Paris Demand	1223
New York T.T.	100½
New York Demand	100¾
Hongkong T.T.	72¼
Japan T.T.	51½
Batavia T.T.	272
Singapore T.T.	45¾

Bank's Buying Rates

London	Demand 5/3
London	4 m/s. Cdts. 5/5
London	4 m/s. Docy. 5/5⅛
London	6 m/s. Cdts. 5/6¼
London	6 m/s. Docy. 5/6⅛
Paris	4 m/s. 1370
New York	o/d. Docy. 104
New York	4 m/s. Docy. 109¼

Tourists' Exchange
@ Bank's Closing Demand Buying Rates
£10 @ exch. 5/3= Sh. Tls. 38.10
G.$50 @ exch. 104= Sh. Tls. 48.08
Fr. 250 @ exch. 1280= Sh. Tls. 19.53

1 Shanghai Tael=Mex. $1.37 at Bank's selling rate for Mexican Dollars.

BANKS SELLING RATE FOR MARKS

Marks 2,800 ... =Tls. 100
" 100 ... =Mex. $4.65

ROUBLES EXCHANGE
Today's Bank Buying Rate For Roubles
Roubles 17.000 ... =Tls. 100
" 100 ... =Mex. $0.81

Exchange Shop Rates

Buying:	100 Old Roubles	$1.40
"	100 New "	$0.80
Selling:	100 Old "	$1.50
"	100 New "	$0.86

CUSTOMS HOUSE EXCHANGE RATES FOR JUNE

Hk. Tls.	3.16 @	5/8⅛	£1
"	1 @	1418	Fr. 15.80
"	0.81 @	110¼	Gold $1
"	1 @	47	Yen 2.37
"	1 @	267½	Rs. 2.98
"	1 @	1.50	Mex. $1.50

Stock Exchange Transactions

Shanghai, July 3, 1920.
OFFICIAL
Anglo-Javas Tls. 8.25
Chemors Tls. 0.80
New Eng. Tls. 26.50
S'hai Cotton Tls. 290.00 Sept.
UNOFFICIAL
Unions Ins. HK $195.00
$70.50 EX
Shanghai Waterworks 6% Debs. Tls. 78.00
Telephones Tls. 69.00
New Eng. Tls. 27.00

Shanghai Produce & Stock Exchange Transactions

Shanghai, July 3, 1920.
Japan Trust Bank Ltd.
Tls. 11.00 July
Tls. 12.00 September
Nisshi Boseki Kaisha
Tls. 9.00 September
Japan-China S. & W. Co.
Tls. 33.50 August
Tls. 33.10 September
Shanghai P. & S. Exchange
Tls. 28.50 September
LOCAL YARN
Local Yarn for Standard: 16's
Tls. 159.00 August
Tls. 160.50 September

Singapore Rubber Auction

Singapore, June 16 and 17, 1920.—Following were the prices realised at the auction this week:

	Singapore per lb.
SHEET	cents
S'pore Standard Ribbed	79/77½
Off Quality Ribbed	77/65
Smoked Fine Plain	Nil
Smoked Good Plain	Nil
Unsmoked Fine Ribbed	64½
Unsmoked Good Ribbed	Nil
Unsmoked Fine Plain	Nil
Unsmoked Good Plain	Nil
Cupwashing	52/50
CREPE	
S'pore Standard 1st Latex	79/77½
Off Colour Latex	77/68
Fine Brown	69½/63
Good Brown	62½/53
Good Dark	52½/43½
Barky	46/40½
SCRAP	
Virgin and Pressed	38
Loose	Nil

Catalogued for sale 1,540,223 lbs. (about 687 tons).

Sold 971,108 lbs. (about 433 tons).

The market has improved slightly since our last issue and although prices have only increased about 2 cents since last auction, interest seems to be much keener. Buyers are readily forthcoming for most grades, in spite of the lack of encouragement from America.

Standard Ribbed Smoked Sheet opened with a number of buyers and soon reached 79 cents, this price being well maintained throughout the auction. 79½ cents was paid for 2 lots, showing an increase of 2 cents on the week.

Standard 1st Latex Crepe was on offer in larger quantities this week, and realised the same prices as Standard Sheet. Three lots sold at 79½ cents, showing an advance of 2 cents on the week.

There was again a scarcity of Thin Clean Brown and Good Brown Crepes, but there was a large quantity of Dark and Barky Crepes for sale. These were easily disposed of and show an advance of about 1 cent on the week.

At the continuation this morning there was a strong demand for Good F. A. Q. Sheet, but otherwise there was no change in the market.

Meyer and Measor.

PARIS EXCHANGE

(French Wireless Service)

Paris, July 2.—Exchange quotations:

London	47.12
New York	11.94
Belgium	105.25
Prague	28.00
Italy	72.50
Rumania	29.25
Switzerland	215.00
French War Loans:	
3 percent	58.00
4 " 1917	71.10
4 " 1918	70.80
5 "	88.35
5 " 1920	101.70

FRENCH MARKETS

(French Wireless Service)

Paris, July 2.—Market quotations:
Marseilles, July 2:

Rice cleaned, Saigon	180
Green Peas, Japan	120
Potato starch	135
Le Havre, July 2:	
Cotton, first quality	665
" second quality	554
" third quality	565
Lyons, July 1:	
Raw silks:	
Cevennes	250
Italy	250
Syria	215
Japan	240
China	290
Canton	190

Share Market

In their report dated June 30, Messrs. J. P. Bisset and Co. write as follows:

The June Settlement passed off without difficulty on June 29 although an exceedingly large volume of business had to be faced. Owing to there being but one day between the Settlement and the mid-summer Bank Holidays very little new business has been done since last week but the tendency of the market is towards higher rates generally when the Stock Exchange re-opens. The price of Rubber dropped approx. 10 cents (Straits currency) at this week's Singapore Rubber Auctions and this may cause a lull in the steady enquiry of late for "Rubbers."

Hankow Market

Hankow, June 23, 1920.
FINANCE AND MONEY MARKET
The exchange market has again been unsettled during the week. The demand for remittance continued to be small but bills against exports have been more plentiful than of late. Taels T.T. on Shanghai, Chinese market, have fallen and today are quoted at 96.575. Foreign banks quote 96.8—96.9. Dollars Chinese market rose to 70.2—70.4 and are today quoted at 70.15—70.35 buyers and sellers respectively. Native Interest fell to 9 percent per annum on the 21st inst., falling slightly to 8½ percent at the end of the week. Changsha exchange nominal.
IMPORTS
The market remains about the same as last reported.
EXPORTS
There has again been considerable business in Wood Oil and Beans, but on the whole it is very difficult to arouse interest at all, and added to this difficulty the almost daily fluctuations in exchange make it almost impossible to do business.

Passengers Arrived

Per C.M. s.s. Hsinchi from Foochow: Mr. L. L. Pian, Misses Mayliyott, B. Allen, L. D. Ward.

Per C.M. s.s. Kiangteen from Ningpo: Mr. Wallace.

Per C.N. s.s. Shantung from Hongkong: Messrs. A. Hansen, T. F. Rarre, E. Deval, W. D. Willaims, Reid, Mr. and Mrs. W. S. Hewett.

Per C.M. s.s. Kiangsin from Hankow: Mr. and Mrs. T. White and 4 children, Rev. Father E. Caron.

Per C.N. s.s. Shengking from Hankow: Mrs. A. Foster, Miss Carnie, Mr. A. Pickle.

Per N.Y.K. s.s. Atsuta Maru from London: Mrs. F. A. Dawes, Miss G. Jean, Mrs. J. M. Knose, Mrs. R. H. Knose, Mr. and Mrs. Liley, Mrs. E. M. Mille, Misses B. Mills, E. I. Richardson, K. Richardson, Mrs. K. E. Richardson, Capt. R. Rutherfund, Mrs. E. M. Rose, Mr. and Mrs. Shield, Mr. and Mrs. Simmons and child, Mrs. M. A. Butcher, Mrs. W. Parr, Mrs. E. M. Ratcliff, Messrs. G. C. Denham, F. A. Diekhoff, P. H. Klimanock, T. Kondo, J. Smith, U. Look Chi.

Urges A New Envoy In Jusserand's Place

L'Eclair Wants One To Play Up To Republicans—But Jusserand Will Return

Paris, May 29.—Former Premier Briand's newspaper, the Eclair, today recommends that Ambassador Jusserand, who is coming to France from Washington on leave of absence, be not returned to his post, and that a new Ambassador be named. Briand thinks that France must make a stronger play for American sympathy and that the friction between America and England might be turned to French advantage.

The Eclair says that Wilson has 277 more days to be President, that France has no more to gain from him, and that it should turn about to the Republicans. It says that France needs in the United States a new and better interpreter of French thoughts.

"At Washington," says the Eclair, "M. Jusserand has rendered eminent services to our country during the war, but he was by force of circumstances a Wilson man. He ought to cede his place to a new Ambassador in whom the Republicans can place confidence. It is a statesman of agile spirit that we must send to America."

At the French Foreign Office, it was said this afternoon that, so far as was known, M. Jusserand would return to his post in Washington at the expiration of his leave of absence.

Siccawei Weather Reports

2.—The depression of the N China sea approaches Hainan and threatens the Gulf of Tongking; anticyclone in Japan; depression forming in Mongolia. Cyclonic whirl on N China sea; very fresh summer monsoon to the N of the Saddles. Oppressive dampness, the whole day, at Shanghai; very hot weather in N China, rainy in S Formosa and the Philippines.

3.—Weather still very damp. The wind is veering gradually to the S. The pressure decreases but is still above the average.

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A new patented process which includes rotary toasting under quick, intense heat gives these flakes a delicious new and distinctive flavour.
The New Toasties are featured by the bubbly appearance of the surface of the flakes—due to this new art of toasting which releases the wonderful new and attractive true corn taste.
New Post Toasties are not "chaffy" in the package; and they don't mush down when milk or cream is added like common "corn flakes."
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—your Grocer has them.
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Chinese and Foreign Banking Announcements

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Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,000,000

Head Office:
38 Bishopsgate, London, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Eliot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

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The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

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Bangkok	Karachi	Saigon
Batavia	Klang	Seremban
Bombay	Kobe	Shanghai
Calcutta	Kuala-Lumpur	Singapore
Cawnpore	(F. M. S.)	Sourabaya
Canton	Madras	Tientsin
Cebu	Manila	Tavoy
Colombo	Medan	(Lower Burma)
Delhi	Peking	Taiping
Haiphong	Penang	New York
Hankow	Puket	Yokohama
Hongkong		
Iloilo		

Shanghai Branch: 18 The Bund

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Manager.

Banque De L'Indo-Chine

Capital .....Frs. 48,000,000.00
Reserve .....Frs. 50,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Doudichery	Peking	Tourane
Haiphong	Papoete	
Haikoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

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Telegraphic Address "Knabez."

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Head Office ..... Peking
Registered in the Ministry of Finance.

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Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

P. C. KONG.
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000
Silver $23,000,000

Reserve Liability of Proprietors $15,000,000

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Canton	London	Singapore
Colombo	Lyons	Sourabaya
Foochow	Malacca	Tientsin
Hankow	Manila	Tsingtao
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	Peking	

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G. H. STITT,
Acting Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid) .	55,000,000
Reserve Fund.....	26,960,000
Capital Contributed by Chinese Government	Kup-Tls. 3,500,000
Reserve Fund	1,750,000

Head office: Petrograd.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E. C. 2

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
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(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital	$12,279,800.00
Reserve Fund ...	$1,298,522.61
Special Reserve Fund	$1,808,398.61

Head Office: Peking.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Girin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
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Sung Han-chang,
Manager.
Shanghai, 15th February, 1919.

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Manager.

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12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

The Bank Of Canton, Limited

Incorporated 1912

Capital subscribed: £1,000,000
Capital paid up £850,000

Head Office
No. 6 Des Voeux Road, Hongkong

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	S.Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital ...$1,000,000.00
Reserve Fund 435,461.90

Head office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Cen. 2650
General Office: Cen. 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at all both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

Shen Chu Hsu, Manager.
Shu Chin Mih, Sub-Manager.
Meng Chia, T. D. Woo, Acting Sub-Manager.

International Banking Corporation

Capital and Surplus: $10,000,000
Undivided Profits: $500,000

Owned By
THE NATIONAL CITY BANK OF NEW YORK.
Head Office:
60 WALL STREET, NEW YORK
London Office: 36 Bishopsgate E. C.
Lyons Office: 27 Place Tolozan
San Francisco Office:
232 Montgomery Street
Branches:

China	Japan
Canton	Kobe
Hankow	Yokohama
Harbin	Java
Hongkong	Batavia
Peking	Sourabaya
Shanghai	Panama
Tientsin	Colon
Tsingtau	Panama
Dominican Republic	Philippine Islands
Barahona	Cebu
Puerto Plata	Manila
San Pedro de Macoris	Straits Settlements
Sanchez	Singapore
Santiago	
Santo Domingo	
India	
Bombay	
Calcutta	
Rangoon	

Branches of
THE NATIONAL CITY BANK OF NEW YORK

Argentina	Italy
Buenos Aires	Genoa
Once (Buenos Aires)	Peru
Rosario	Lima
Belgium	Porto Rico
Antwerp	Ponce
Brussels	San Juan
Brazil	South Africa
Bahia	Cape Town
Pernambuco	Spain
Porto Alegre	Barcelona
Rio de Janeiro	Madrid
Santos	Trinidad
Sao Paulo	Port of Spain
Chile	Uruguay
Santiago	Montevideo
Valparaiso	Calle Rondean (Montevideo)
Colombia	Venezuela
Barranquilla	Caracas
Bogota	Ciudad Bolivar
Medellin	Maracaibo
Cuba	
Havana and 22 other cities in Cuba	

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, *Manager*
1a Kiukiang Road.

The
Chekiang Industrial Bank, Ltd.

Established 1908

Capital $1,000,000.00
Reserve Fund 81,425.61
Resources 10,000,000.00

Head Office & Branches:
Hangchow, Shanghai, Haimen, and Lanchi.

Domestic Agencies:
Throughout CHINA at principal Cities.

Foreign Correspondents:
London, New York, Amsterdam Tokio, Kobe, Yokohama, Osaka Hakodata, Seoul, and Fusan.

Every description of Banking and Exchange transacted.

Drafts issued and telegraph transfers effected.

Commercial Credits established.

Loans and Credits granted on approved securities.

Interests allowed on Current and Fixed Deposits in Pounds Sterling Gold Dollars, Guilders, Yen, Tael and Dollars according to arrangements.

Modern Safe Deposit Boxes for rent on application.

Savings Deposits at 4% compound interest.

LI MING, Manager.
SHANGHAI BRANCH
U 39 Peking Road.
Telephone: C. 3145, Mgr's. Office
Telephone: C. 2147, General Office
CABLE ADDRESS:
"CHINDUSBANK."

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad; Singapore Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts: Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN Acting Manager.

Nederlandsche Handel Maatschappij

(Netherlands Trading Society)
Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 14,590,545 (about £1,215,879)
Special Reserves: Guilders 17,000,000 (about £1,416,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Palembang
Bandoeng	Penang
Cheribon	Pontianak
Djember	Rangoon
Djokjakarta	Semarang
Hongkong	Singapore
Kobe	Soerabaya
Kota-Radja	Soerakarta
Langsa	Tebing-Tinggi
Makassar	Tegal
Medan	Telok Betong
Padang	Tjilatjap
Pekalongan	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

J. J. Staargaard,
Acting Agent.

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital ...	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital .. £1,500,000
Paid up Capital..... 750,000
Reserve Fund..... 750,000

Head Office, 15 Gracechurch Street, London, E. C.

London Bankers:
BANK OF ENGLAND
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	(Calcutta)	New York
Colombo	Kandy	Penang
Delhi	Karachi	Port Louis
Galle	Kota Bahru	(Mauritius)
Hongkong	(Kelantan)	Rangoon
	Kuala Lumpur	Shanghai
		Singapore

Shanghai Branch.
26 The Bund.

EVERY description of Banking and Exchange business transacted. Interest allowed on Current Accounts at 2 % per annum and Fixed Deposits at rates which may be ascertained on application.

C. CHAMPKIN, Manager.

Banque Industrielle de Chine

Capital authorised Frs. 250,000,000
Capital subscribed „ 150,000,000
Capital paid up .. „ 75,000,000
Reserve ..... „ 30,000,000
One third of the Capital i. e. Frs. 50,000,000 subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11th, 1913.

President: Andre Berthelot
General Manager: A. J. Peinotti

HEAD OFFICE:
74 Rue Saint Lazare, Paris
BRANCHES:
Marseilles, New York, Peking, Tientsin, Hankow, Shanghai, Vladivostock, Hongkong, Canton Foochow Yunnanfu, Saigon, Haiphong, Swatow and Yokohama.

BANKERS:
In London: The London Joint City & Midland Bank, Ltd., London.
In France: Societe Generale pour favoriser le Development du Commerce & de l'Industrie en France.
In Italy: Banca Commerciale Italiana—Credito Italiano.
In New York: Messrs. Redmond & Co., New York.

Taels, Dollars, Gold Accounts
Interest allowed on current accounts in Gold or local currency and fixed deposits on application.
Every description of Banking and exchange business transacted. Savings accounts in Gold and local currency.

G. LION,
Manager.

ASIA
BANKING CORPORATION

CAPITAL $4,000,000 SURPLUS $1,100,000

AN AMERICAN BANK

Head Office: New York City
Head Office for the Far East: Shanghai
Corner Kiukiang and Kiangse Roads

Cables: BANKASIA Tel. C. 1325

Other Branch Offices:

CANTON, CHANGSHA, HANKOW, HONGKONG, MANILA, PEKING and TIENTSIN

Complete Banking Facilities
Direct Personal Service

Interest on Deposit subject to check, also on time deposits. Commercial and Travellers' Letters of Credit

BILLS OF EXCHANGE
Bought, Sold, Negotiated or Collected
Financing of Shipments: Mail or Cable Payments and Transfers

RESEARCH BUREAU

STOCKHOLDING BANKS
Anglo and London, Paris National Bank, San Francisco
Bankers' Trust Company, New York City
Continental & Commercial National Bank, Chicago, Ill.
First National Bank of Portland, Oregon
Guaranty Trust Company of New York
Guardian Savings & Trust Company, Cleveland, Ohio
Mercantile Bank of the Americas, New York City
National Bank of Commerce, Seattle, Washington
National Shawmut Bank, Boston, Mass.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1916
Head Office: Tientsin

Subscribed Capital $2,000,000.00
Paid-Up Capital $1,020,000.00
Reserve Fund ..... $ 54,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
			Cincinatti

And also in other principal cities in foreign countries.

Shanghai Branch:
8441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits, both in taels and dollars, according to arrangement.

Credits granted on approved securities.

Y. R. Sun, Manger
T. D. Zar, Sub-Manager

PARK-UNION
FOREIGN BANKING CORPORATION

Fully Paid Capital and Surplus $2,250,000

HEAD OFFICE, NEW YORK

Owned and controlled By
The National Park Bank, New York Union Bank of Canada

BRANCHES:
SAN FRANCISCO SEATTLE
PARIS TOKYO YOKOHAMA

SHANGHAI BRANCH: 1 Kiukiang Road. Telephone C. 1174

Interest allowed on both Current and Fixed Deposit Accounts; every description of Banking and Exchange business transacted.

THE SHANGHAI COMMERCIAL & SAVINGS BANK, LTD.

Head Office: 9 NINGPO ROAD
Hongkew Branch: 15 N. SZECHUEN ROAD

Your saving account with this Bank is worth 100 cents on the dollar all the time plus 4 per cent interest compounded semi-annually.

Our pamphlet "HOW TO SAVE" supplied upon request.

Telephones:

Head Office	*Hongkew Branch*
C. 4522 C. 4523	N. 1115
Banking Department	Foreign Department
Savings Department	Trust Department

Branches and Agencies in all principal cities.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

The Bank of East Asia, Ltd.

Authorised Capital $3,000,000
Paid up Capital 2,000,000
Reserve Fund 200,000

Head Office:—2 Queen's Road Central, Hongkong.
Shanghai Branch:—30 The Bund.
London Bankers:—The London Joint Stock, London, City and Midland Bank Ltd.
Agencies and Correspondents in the principal Commercial centres of the world.

Every description of banking and exchange business transacted.
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement.

R. CHENG,
Acting—Manager.

Provisions Prices In Local Markets

Prices quoted are in Mexican dollar cents at Hongkew Market compiled on June 29, 1920.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	„	18-30
Pork	„	25-30
Veal	„	25-30
Fish		
Bream	per lb.	20-24
Cod	„	16-18
Mandarin	„	30-40
Mackerel	„	16-18
Pomfret	„	16-18
Salmon	„	20-24
Samli	„	30-40
Soles	„	16-18
Whitebait	„	25-30
Game, Poultry And Eggs		
Deer	each	none
Duck	each	60-80
Hare	„	none
Eggs	per doz.	15-17
Fowl	per lb.	24-28
Geese	„	70-90
Partridge	„	none
Pheasant	„	none
Pigeons	„	16-18
Plover	each	none
Quail	„	none
Snipe	„	none
Teal	„	none
Turkey	per lb.	45-50
Woodcock	each	none
Wild Duck	„	none
Wild Geese	„	none
Wild Pigeons	„	none
Plover	each	none
Fruit		
Apricots	per lb.	8-12
Apples	„	25-30
Bananas	„	7-8
Cherrier	per lb.	none
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	5-6
Lichees	per lb.	20-22
Mangoes	each	none
Orange	per dozen	$1.20-$1.40
Peaches	per lb.	8-10
Persimmons	„	none
Peaboes	„	10-14
Plums	„	10-12
Pumeloes	each	18-20
Pineapples	„	8-10
Strawberries	per lb.	none
Walnuts	per lb.	none
Vegetables		
Artichokes	each	5-6
Asparagus	per doz.	20-30
Broad Beans	per lb.	8-10
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	3-5
Carrots	per bunch	2-3
Cauliflower	each	none
Celery	per bunch	2-3
Egg Plant	per lb.	5-6
French Beans	per lb.	4-6
Green Corn	each	2-3
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	„	2-3
Parsnipe	per bunch	5-6
Peas	per lb.	3-4
Potatoes	per pic.	$1.50-$1.80
Spinach	per lb.	4-5
Tomatoes	„	18-20
Turnips	per bunch	1-2
Grain And Flour		
Flour, American	„	$4.50
Flour, Australian	„	$4.00
Flour, Shanghai,	„	$3.00
Rice	200 lb.	$15.40
Milk		
Foreign dairies	per bottle	20
Chinese dairies	„	17
Fuel		
House Coal	per ton	Tls. 17.50
Stove Coal	„	Tls. 23.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-$4.00

E. Kilner,
Chief Inspector.

Mail Notices

MAILS CLOSE
For U.S., Canada and Europe:
Per C.P.O.S. s.s. E. of Russia July 5
For Europe
Per P. and O. s.s. Dilwara July 13
For Japan
Per N.Y.K. s.s. Yamashiro M. July 6

MAILS DUE
From U.S. and Canada
Per C.P.O.S. s.s. E. of Japan July 13
From Europe
Per P. and O. s.s. Dilwara July 3
From Japan
Per N.Y.K. s.s. Yamashiro M. July 5

American Woman's Club

At a meeting of the Social Service Department of the American Woman's Club held Thursday morning it was decided to carry on activities in this branch of the organisation during the summer months. This is to be done for the purpose of raising funds for the promotion of greater activities next winter. Plans are being made to go into the work very thoroughly.

Work of the department has been progressing satisfactorily during the past Club year, the members giving their time and efforts freely. In aiding the Russian Relief the members assisted in serving 17,000 hot meals, in securing passage for 175 Russian refugees and in placing many men on board ships as members of the crews.

FURNISHED BREAD.

Club members through the Social Service department furnished bread one day a week for three months to the Refugee Depot.

The department gave several "at homes" at the Navy Y.M.C.A. providing refreshments and entertainment once a month for the American sailors. Dances were given at the Town Hall.

The department assisted and helped furnish cakes at the Christmas Eve party at the Town Hall for 1,500 Czecho-Slovaks, their families and the sailors.

Assistance was also given stranded Americans. The department conducts a "Traveler's Aid" and willingly gives personal attention to personal cases. Mrs. C. P. Hering, Kalee Hotel, Room 666, is ready at any time to render any assistance in this department.

OTHER ACTIVITIES

The department assists in educational work at the Foreign Women's Home. The department secures medical aid for deserving cases through the generous co-operation of Drs. Tenney and McCracken.

It is earnestly requested by the committee that old members who can give their time get in touch with Mrs. C. E. Crane, Central 350, or Mrs. James MacDonald, Central 867.

* * *

It is announced that the Librarian of the American Woman's Club will be in the office of the Carlton Cafe Tuesday morning July 6, and again on Tuesday morning, July 20, from 10 a.m. to 12 noon to receive or give out books to the members of the club.

McTyeire School Notes

McTyeire Primary and Preparatody Schools closed on June 25, the original date for closing school. The High School will close on July 9.

On account of interrruptions during the term, there will be no commencement exercises. All the time will have been used for completing the prescribed work of the term. Diplomas and certificates will be given out as part of the last day's work.

There are five young women receiving diplomas from the High School. Chang F. Tsung Tsz Pau Yuen Zee Yeu Tsong, Zia Ming Kyung and Zung Seu Ling.

Two young women are receiving diplomas from the music department: Yen Kyoeh Li and Chur Tsung E.

Two young women are receiving diplomas from the expression department: Zung Seu Ling and Chang Ming Sih.

Seventeen students are receiving certificates, having completed the work in the preparatory department.

In the music department, two students are receiving certificates, having completed the work of the eight grades.

MADRID GETS MORE BREAD

Mobs Quieted As Soldier-Bakers Turn Out New Supply

Madrid, May 24.—The bread supply became more plentiful in Madrid today, and the authorities made arrangements to cause a decrease in the size of the big bread lines which had formed for some days past because of the bread scarcity.

Some trouble arose in the Calle de Espana in the course of the day, the police being compelled to disperse a turbulent mob. Otherwise the city was quiet, and tonight the indications were that general satisfaction prevailed with what was being done toward restoring normal conditions.

The soldier-bakers are doing their utmost to keep the supplies up to the requirements of the citizens, while many volunteers from the municipal offices and the Citizens Union are helping the workers night and day, in the emergency caused by the continued bakers' strike.

Lorries carrying loaves from one part of the city to the other are being guarded by armed soldiers in order to prevent any attempt at looting. So far, however, the distribution has progressed without interruption.

A further hunger strike is reported among the prisoners at the Manersa jail.

French Senate Rages Over Bachelors' Tax

Bill Is Passed After A Challenge To A Duel Is Narrowly Averted

Paris, May 26.—Tumult broke out this afternoon in the august Assembly of the French Senate in the course of debate on the vexed question of a tax on bachelors. Two brothers, Senators Dominique and Jules Delahaye, had offered motions demanding the rejection of the tax which had been voted by the Chamber of Deputies. Another motion to exempt single women from the tax, however, received precedence in the discussion, a decision to which the two brothers took violent objection. In the midst of disorder such as has seldom been known in the Senate, Senator Hervey proposed that the whole question be referred to a committee.

While the vote was being taken by a show of hands, the two brothers attempted to speak, and Senator Alexandre Berard, who was presiding, was compelled to put on his hat and suspend the session.

In the lobbies the discussion was carried on at fever heat, and M. Hervey suddenly thrust his visiting card at the brothers Delahaye, as if challenging them. Other Senators at once crowded around and prevented an exchange of cards.

When the sitting was resumed the tax was voted after a long discussion.

Amusements

ST. GEORGE'S

OPEN AIR CINEMA

217 Bubbling Well Road

TONIGHT

DOLORES CASSINELLI

in

A vitally gripping Drama

"THE RIGHT TO LIE"

7 Parts Distinctive Production

BY LEANE MURFIN

Amusements

LYCEUM THEATRE

FOR A SHORT SEASON ONLY

9.15 Commencing Friday, July 9th. 9.15

The Leyland Hodgson Revue Company

25 CLEVER ARTISTES 25

in the

LATEST LONDON REVUES

"GOT 'EM," "PRETTY PEGGY,"
"HONI SOIT," "THE LATEST CRAZE,"
"THE HOUSE THAT JERRY BUILT"
VAUDEVILLE, ETC., ETC.

FRI. & SAT. July 9th & 10th at 9.15 p.m.	The American Revusical Comedy "HAVE A NIBBLE" (By TOM SEYMOUR)
MON. & TUES. July 12th & 13th at 9.15 p.m.	The Brilliant Revue "PERSIANA" Now Runing in London
WED. & THUR. July 14th & 15th at 9.15 p.m.	The American Musical Playlet "ROSEBUDS" Preceded by a one-act comedy "AN ORDER TO VIEW"

Prices: $3, $2 and $1. Plans at MOUTRIE'S.

30644

Amusements

VICTORIA THEATRE

SHOWING

TONIGHT! TONIGHT!

and

MATINEE Today, at 3.15

Mary Pickford

in

"STELLA MARIS"

MARY PICKFORD in "Stella Maris" An ARTCRAFT Picture

Story by Wm. J. Locke. Scenario By Frances Marion. Directed By MARSHALL NEILAN

Produced By

ARTCRAFT PICTURES Corp.

COMING

Tonight Tonight

"THE RED GLOVE"

"BOUND & GAGGED"

Last Episode 17th and 18th

JAPANESE DRAMA

4 parts

TOWA CINEMA

No. 4 Woochang Road.

THE MOST ATTRACTIVE PROGRAMME OF THE SEASON

will be presented

at the

OLYMPIC THEATRE

On July 4th, and Matinee Today

A COMPLETE PROGRAMME COMPOSED with

MACK SENNETT COMEDIES

in which will appear

PLENTY OF GIRLS

BATHING GIRLS, ATHLETIC GIRLS, SEMINARY GIRLS, SOCIETY GIRLS, THIN GIRLS, FAT GIRLS, SLENDER GIRLS, VOLUPTUOUS GIRLS

BEAUTIFUL

LITTLE BELLES

from the

SENNETT BELFRY

AND

THE CELEBRATED COMEDIAN

FATTY ARBUCKLE

IN

THE BUTCHER BOY

ROSCOE "FATTY" ARBUCKLE in "THE BUTCHER BOY" PARAMOUNT-ARBUCKLE COMEDY

AMUSEMENTS

THE BRIGHT SPOT IN SHANGHAI

Celebrate

The Fourth of July at

THE CARLTON

Specially Selected Dinner

Special Music

Special Decorations

Did you ever dine at The Savoy in London?
The Ritz Carlton in Paris?
The Grand Hotel in Rome?
Delmonica's or The Claridge in New York?
The Shelburn in Atlantic City?
The Blackstone in Chicago?
The Palace, Tait's or The St. Francis in San Francisco?

Did You?

Well then you will appreciate The Food, Cooking and Service.

at

The Carlton

I will serve you a Dinner, such as is served at the above mentioned houses at a minute's notice.

Paul O. Arnswalde, Mgr.

At the ISIS Theatre De Luxe

Junction of N. Szechuen Road Exten. and Jukong Road.

THE COOLEST AND BEST VENTILATED THEATRE

Monday, July 5th, 6th, 7th and 8th

The Pearless, Fearless Serial Queen

PEARL WHITE

IN

The BLACK SECRET

A Pathe Serial. Pearl White's best and latest production

Episode 11:

"THE DEATH STUDIO"

Episode 12:

"THE CHANCE TRAIL"

You will see more thrills and excitement in these two episodes

"THE BLACK SECRET"—Moving stealthily in the background, always keeping their tracks well covered, the perpetrators of the terrible Black Secret conduct their campaign with Machiavellian ingenuity. But dogging their footsteps, sleuthing their emissaries in America and in Europe, comes this noble-hearted Yankee girl to expose their knavish designs.

With good comedies and special music

TODAY	TONIGHT
Matinee at 3 p.m. "THE BLACK SECRET" Epis. 9: "Webs of Deceit" Epis. 10: "The Inn of Dread"	Miss JACKIE SAUNDERS in "THE WILD CAT" Five part comedy

AT THE APOLLO THEATRE

JULY 5th, 6th & 7th AT 9.15 P.M.

UNIVERSAL SUPER-SERIAL

"THE MIDNIGHT MAN" OF 18 EPISODES, FULL OF THRILLS AND STUNTS!

FEATURING JAMES CORBETT

THE FAMOUS BOXER

SHOWING

EPISODE 7th: "THE ELECTRIC FOE"
" 8th: "SHADOW OF FEAR"
" 9th: "A SOCIETY HOLD-UP"

The serial becomes more and more interesting as the film rolls on. We finished last week at a very critical moment for JAMES CORBETT who is to be crushed to death under the elevator—Now you ought to see how the events will turn out tomorrow night.

EVERYBODY SHOULD SEE THIS MAGNIFICENT

serial which is so marvellously constructed that even if some of the episodes are not seen the thread of the story can easily be picked up from the subsequent episodes.

THURSDAY, FRIDAY, SATURDAY AND SUNDAY JULY 8th, 9th, 10th & 11th

SELECT PICTURE! SELECT PICTURE!

JOSEPH M. SCHENCK

PRESENTS

NORMA TALMADGE

IN

"THE HEART OF WETONA"

AN EXCELLENT PHOTOPLAY BY GEORGE SCARBOROUGH

Norma as a girl who trys to shield the man who has wronged her, but whom she loves—an irate father who seeks vengeance, and a man who loves the girl and saves her, make up the interesting drama of love and heartaches, sadness and happiness—"THE HEART OF WETONA."

Prices as Usual -:- Booking at Robinson's

MATINEE TO-DAY at 3 p.m.	TO-NIGHT at 9.15 p.m.
"THE MIDNIGHT MAN" Epis. 4th: "AT BAY" " 5th: "UNMASKED" " 6th: "THE ELEVATOR MYSTERY"	"THE GAY OLD DOG" Comedy-Drama in Six Parts

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Kiangfoo, Capt. J. N. Ninnes, will leave on Sunday, July 4, at night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. Kianghsin, Capt. J. R. Milligan, will leave on Monday, July 5, at midnight For Fright or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s (Chartered) Str. Hwah Lee, 1,151 Tons, Capt. Lee, will sail for the above-mentioned ports from Hunt's Wharf on Monday, July 5, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Shengking, Capt. K. E. Tuebben, will leave from the French Bund on Monday, July 5, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

PUKOW.—The China Navigation Co.'s Steamer Shantung, Capt. Monkman, will leave from the Watung Wharf on Tuesday, July 6, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage, Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Tatung, Capt. C. C. Williams, will leave from the French Bund on Tuesday, July 6, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Waishing, 1,864 Tons, Captain Christie, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, July 6, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extension to Freight and Passage Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Changking, Captain Pickard, will leave on Wednesday, July 7, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnghan, will leave from the French Bund on Thursday, July 8, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Luenho, 2,868 Tons, Capt. Woodgett, will sail for the above-mentioned ports from Hunt's Wharf on Thursday, July 8, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Tel. C. 241. Extension to Freight and Passenger Department.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Luenyi, Captain Frazier, will leave from the French Bund on Friday, July 9, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Suiwo, 2,671 Tons, Captain Smith, will sail for the above-mentioned ports from Hunt's Wharf on Friday, July 9, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extension to Freight and Passenger Department.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Wuchang, Captain Pickard, will leave on Saturday, July 10, at about 12 o'clock midnight. For Freight apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

For Southern Ports

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. E. Edwardes, will leave on Monday, July 5, at 4:30 p.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WENCHOW.—The Str. Kwangchi, Capt. C. L. Crawford, will leave on Monday, July 5, at midnight. For Freight or Passage apply to C.M.S.N. Co.

FOOCHOW.—The Str. Hsinchi, Captain E. Hansen, will leave on Tuesday, July 6, morning. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The Str. Kiangteen, Captain D. D. Ross, will leave on Tuesday, July 6, at 4:30 p.m. For Freight or Passafe apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Suiyang, Captain J. Gibbs, will sail from the French Bund direct for the above ports on Tuesday, July 6, at daylight. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Sunning, Captain W. Benson, will leave from the French Bund direct for the above ports on Thursday, July 8, at daylight. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer Tean, Captain Wm. McDonald, will leave from the French Bund on Saturday, July 10, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

TIENTSIN Direct.—The Str. Hsinfung, Capt. W. A. Ross, will leave on Sunday, July 4, morning. For Freight or Passage apply to C.M.S.N. Co.

ANTUNG.—The China Navigation Co.'s Steamer Kweilin, Captain A. McDowell, will leave on Tuesday, July 6, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Tel. No. 77.

CHINWANGTAO direct.—The Kailan Mining Administration, will despatch the Str. Upolu, on July 6. For Freight apply to Agent, 1 Jinkee Road, Tel. Central 1115.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co's Stemer Tungchow Captain Harris, will leave from the French Bund on Tuesday, July 6, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Shuntien, Capt. H. A. Walker, will leave from the FrenchB und on Saturday July 10, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TSINGTAO.—The China Navigation Co.'s Steamer Yingchow, Captain A. V. Harrison, will leave from the Watung Wharf on Saturday, July 10, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHINWANGTAO Direct.—The Kailan Mining Administration, wil despatched the s.s. Kaiping on July 11. For Freight apply to Agent, 1 Jinkee Road, Tel. Central 1115.

For Foreign Ports

VANCOUVER, B. C., via NAGASAKI, YOKOHAMA & VICTORIA, B.C.—The R.M.S. Empress of Russia will leave Woosung on Tuesday, July 6, 1920. The tender with Passengers and Hand Baggage only will leave the Customs Jetty at 7:30 a.m. on Tuesday. For passage, apply to G. M. JACKSON, Palace Hotel Building, 19A Bund. Tel. C. 182. For Freight, apply to N. LESS SMITH, corner Peking and Yuen Ming Yuen Roads. Tel. C. 181.

TACOMA AND SEATTLE CALLING AT VICTORIA B. C. Via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Str. Arabia Maru, Capt. T. Saito, will despatched on July 8. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's Jetty at ——— For Freight or Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No. 4234 & 4235.

EUROPE, Via HONGKONG, SINGAPORE, COLOMBO, PORTSAID, MARSEILLES, LONDON, ANTWERP, ROTTERDAM, & HAMBURG.—The Str. Himalaya Maru, Captain S. Yamane, will be despatched from Shanghai on July 10. For Freight please apply to THE OSAKA SHOSEN KAISHA No. 4, The Bund. Tel. Central No. 4233, 4234 and 4235.

NEW YORK, Via Tsingtau, Japan Ports, San-Francisco and Panama.—The Steamer Amazon Maru, Captain N. Konishi, will be despatched from Shanghai ——— on July 18, at ——— For Freight please apply to OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central No. 4233, 4234 and 4235.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
July 4	—	Baltimore v. P'ama	West Hembrie	Am.	S. & Dix.
July 5	—	Vancouver	Mattawa	Br.	C.P.O.S.
July 5	—	San Francisco	Hathaway	Am.	S. & Dix.
July 6	—	Vancouver	†E. of Russia	Br.	C.P.O.S.
July 8	—	Tacoma, etc.	Arabia Maru	Jap.	O. S. K.
July 11	—	Seattle, etc.	Tajima Maru	Jap.	N.Y.K.
July 12	—	Seattle, etc.	†Katori Maru	Jap.	N.Y.K.
July 12	—	Seattle	Maquan	Am.	A. T. Co.
July 12	—	San Francisco	Archer	Am.	P.M.S.N. Co
July 14	—	New York & Boston	Allowry	Am.	Adl. Line
July 14	—	Seattle	Arcturus	Am.	S. & Dix
July 15	—	Baltimore v. Suez	West Mingo	Am.	P.M.S.S. Co
July 17	—	San Francisco	†Colombia	Am.	P.M.S.S. Co
July 18	—	San Francisco	†Korea Maru	Jap.	T.K.K.
July 20	—	San Francisco	West Catera	Am.	P.M.S.S. Co
July 20	—	Portland	W. Nomentum	Am.	C. P. Co.
July 21	—	San Francisco	West Ira	Am.	Dollar Co.
July 21	—	San Francisco	West Harts	Am.	Dollar Co.
July 23	—	Vancouver	†E. of Japan	Br.	C.P.O.S.
July 25	—	San Francisco	†China	Am.	C.M.S.S. Co.
July 30	—	San Francisco	Higho	Am.	Dollar Co.
July 31	—	Vancouver	†E. of Asia	Br.	C.P.O.S.
Aug. 2	—	New York	Lisbon Maru	Jap.	N. Y. K.
Aug. 14	—	San Francisco	West Cadron	Am.	Dollar Co.
Aug. 14	—	San Francisco	†Venezuela	Am.	P.M.S.S. C
Aug. 14	—	San Francisco	†Tenyo Maru	Jap.	T.K.K.
Aug. 15	—	Baltimore v. Suez	Elkridge	Am.	P.M.S.S. Co.
Aug. 22	—	Vancouver	Grace Dollar	Br.	Dollar Co.
Aug. 23	—	San Francisco	†Nanking	Am.	C.M.S.S. Co.
Aug. 25	—	Seattle, etc.	†Kashima Maru	Jap.	N. Y. K
Aug. 31	—	San Francisco	†Nile	Am.	C.M.S.S. Co.
Sep. 9	—	San Francisco	†Shinyo Maru	Jap.	T. K. K.
Sep. 12	—	Vancouver	M. S. Dollar	Br.	Dollar Co.
Oct. 3	—	San Francisco	†Korea Maru	Jap.	T. K. K.
Oct. 19	—	Vancouver	Melville Dollar	Br.	Dollar Co.

FOR JAPAN PORTS

July	4	—	Kobe	Atsuta Maru	Jap.	N.Y.K.
July	7	—	N'saki, K., Y'hama	Yamashiro Maru	Jap.	N.Y.K.
July	7	—	Moji, Kobe, Y'hama	Lahore	Br.	M.M. & Co.
July	7	—	Moji, Kobe, Osaka	Omi Maru	Jap.	N.Y.K.
July	9	—	N'saki, Kobe, Y'hama	Kokura Maru	Jap.	N.Y.K.
July	9	—	Kobe	Torilla	Br.	M. M. & Co.
July	10	—	Moji, Kobe, Osaka	Chikugo Maru	Jap.	N.Y.K.
July	14	—	Moji, Kobe Osaka	Kumano Maru	Jap.	N.Y.K.
July	16	—	N'saki, Kobe, Osaki	Kasuga Maru	Jap.	N.Y.K.
July	17	—	Moji, Kobe, Osaka	Yawata Maru	Jap.	N.Y.K.
July	18	—	Moji, Kobe, Y'hama	Kalyan	Br.	M.M. & Co.
July	23	—	Kobe	Takada	Br.	M. M. & Co.

FOR EUROPE INDIA, STRAITS, ETC.

July	4	—	London, Hamburg	Kathlambe	Br.	J. M. & Co.
July	5	—	Liverpool, etc.	Tokiwa Maru	Jap.	N Y K
July	8	—	London, etc.	W. Hassayamps	Am.	Adl. Line
July	9	—	Calcutta	Torilla	Br.	M. M. & Co.
July	9	—	London, etc.	†Kamo Maru	Jap.	N. Y. K.
July	10	—	Liverpool, ports	K. Templar	Br.	B. & S.
July	10	—	Havre, Liverpool	Orestes	Br.	B. & S.
July	11	—	Marseilles	†Amazone	Fr.	M. M. Cie
July	13	—	Bombay	†Dilwara	Br.	M. M. & Co.
July	14	—	Hamburg, etc.	Tsushima Maru	Jap.	N. Y. K.
July	15	—	London	†Devanha	Br.	M. M. & Co.
July	15	—	London	Pyrrhus	Br.	B. & S.
July	18	—	Liverpool	Demodocus	Br.	B. & S.
July	19	—	London, etc.	†Iyo Maru	Jap.	N. Y. K.
July	23	—	Bombay, etc.	†Dunera	Br.	M. M. & Co.
July	23	—	Calcutta	Takada	Br.	M. M. & Co.
July	24	—	London	†Lahore	Br.	M. M. & Co.
Aug.	2	—	Hamburg, etc.	Tatsuno Maru	Jap.	N.Y.K.
Aug.	2	—	London, etc.	Prometheus	Br.	B. & S.
Aug.	5	—	Havre & L'pool	Alcinous	Br.	B. & S.
Aug.	6	—	London, etc.	†Kalyan	Br.	M.M. & Co.
Aug.	7	—	London, etc.	†Jeypore	Br.	M.M. & Co.
Aug.	12	—	London, ports	Oanfa	Br.	B. & S.
Aug.	19	—	Liverpool, etc.	Bellerophon	Br.	B. & S.
Aug.	26	—	London, etc.	Protesilaus	Br.	B. & S.
Aug	..	—	R'dam & Hamburg	Toba	Dut.	H. C. T. Co.
Sep.	16	—	Liverpool, etc.	Cyclops	Br.	B. & S.
Sep.	16	—	G. M. & Liverpool	Cyclops	Br.	B. & S.
Sep.	..	—	A'dam & Hamburg	Baaran	Dut.	H.C.T. Co.

FOR SOUTHERN PORTS

July	5	4.30	Ningpo	Hsin Peking	Br.	B. & S.
July	5	4.30	Ningpo	Hsin Ningshao	Chi	N.S.S.N. Co.
July	5	M.N.	Wenchow	Kwangchi	Chi.	C.M.S.N. Co.
July	6	—	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
July	6	—	Ningpo	Kiangteen	Chi	N.S.S.N. Co.
July	6	D.L.	Hongkong, Canton	Suiyang	Br.	B. & S.
July	8	D.L.	A. H'kong, C'ton	Sunning	Br.	B. & S.
July	10	D.L.	S. H'kong, C'ton	Tean	Br.	B. & S.
July	12	—	Hongkong	E. of Japan	Br.	C.P.O.S.
July	12	—	Hongkong	China	Am.	C.M.S.S. Co.
July	13	—	T. F'chow K'lung	Keelung Maru	Jap.	O.S.K.
July	16	—	Manila & H'kong	E. of Asia	Br.	C.P.O.S.
July	24	—	Manila & H'kong	Venezuela	Am.	P.M.S.S. Co

FOR NORTHERN PORTS

July	4	D.L.	Tsingtau, N'chwang	Tungshing	Br.	J.M. & Co.
July	4	—	Tientsin	Hsinfung	Chi.	C.M.S.N. Co.
July	6	2.00	Tsingtau, Dairen	Sakaki Maru	Jap.	S. M. R. Co.
July	6	3.00	W'wei, C'foo, T'tsin	Tungchow	Br.	B. & S.
July	6	3.00	W'wei, C'foo, T'tsin	Kingsing	Br.	J.M. & Co.
July	6	D.L.	Antung	Kweilin	Br.	B. & S.
July	6	—	Chinwangtao	Upolu	Br.	K.M.A.
July	10	10.00*	W'wei, C'foo, T'tsin	Shuntien	Br.	B. & S.
July	10	D.L.	Tsingtau	Yingchow	Br.	B. & S.
July	10	4.30	Dairen	Kobe Maru	Jap.	S. M. R. Co.
July	11	—	Chinwangtao	Kaiping	Br.	K.M.A.

FOR RIVER PORTS

July	4	M.N.	Hankow, etc.	Kiangfoo	Chi. C.M.S.N. Co.
July	5	M.N.	Hankow, etc.	Kianghsin	Chi. C.M.S.N. Co.
July	5	M.N.	Hankow, etc.	Hwahlee	Chi. J.M. & Co.
July	5	M.N.	Hankow, etc.	Shengking	Br. B. & S.
July	6	D.L.	Pukow	Shantung	Br. B. & S.
July	6	M.N.	Hankow, etc.	Waishing	Br. J.M. & Co.
July	6	M.N.	Hankow, etc.	Tatung	Br. B. & S.
July	7	M.N.	Hankow, etc.	Kiangyung	Chi. C.M.S.N. Co
July	7	M.N.	Hankow, etc.	Chungking	Br. B. & S.
July	8	M.N.	Hankow, etc.	Kiangwah	Chi. C.M.S.N. Co.
July	8	M.N.	Hankow, etc.	Luenho	Br. J. M. & Co.
July	8	M.N.	Hankow, etc.	Poyang	Br. B. & S.
July	9	M.N.	Hankow, etc.	Luenyi	Br. B. & S.
July	9	M.N.	Hankow, etc.	Suiwo	Br. J. M. & Co.
July	10	M.N.	Hankow, etc.	Wosang	Br. J.M. & Co.
July	10	M.N.	Hankow, etc.	Wuchang	Br. B. & S.
July	11	M.N.	Hankow, etc.	Hwahta	Chi. C.M.S.N. Co

† CARRYING MAIL.
* A. M. M.N.—MIDNIGHT D.L.—DAYLIGHT

Information For Mariners

SUNDAY, JULY 4, 1920

High Water at Woosung Bar
(The night tides are higher than the day tides, they are about equal at 4 and 5 o'clock).
Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7 1/2 h.

A.M. Time	A.M. Range	P.M. Time	P.M. Range
1h. 50m.	10ft. 6in.	2h. 6m.	8ft. 6in.

High Water at Tungsha Lightship
(The night tides are higher than the day tides),
Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H	A.M. M	P.M. H	P.M. M
0	51	1	7

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
8 49 p.m.	7 26 a.m.	5h. 2m.	7h. 6m.	4h. 17m.	7h. 51m.

Mean Barometric Pressure at Shanghai
For July 29.69in.
754.3mm.

C. N. C.
CHINA NAVIGATION CO., LTD.
YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

FOR CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.
S.S. "SHENGKING" ..... sails midnight, July 5th.
S.S. "TATUNG" ..... sails midnight, July 6th.
S.S. "CHUNGKING" ..... sails midnight, July 7th.

Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN (and PEKING via TIENTSIN).
S.S. "TUNGCHOW" ..... sails July 6th, 3 p.m.
S.S. "SHUNTIEN" ..... sails July 10th, 10 a.m.
S.S. "FENGTIEN" ..... sails July 13th, 3 p.m.

FOR HONGKONG and CANTON via SWATOW and AMOY.
S.S. "SUIYANG" ..... sails July 6th direct.
S.S. "SUNNING" ..... (via Amoy) July 8th.
S.S. "TEAN" ..... (via Swatow) July 10th.

Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

FOR TSINGTAO.
S.S. "YINGCHOW" ..... sails July 10th.

FOR NINGPO.
S.S. "HSIN PEKING" .....at 4.30 p.m. every Monday, Wednesday and Friday.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "The Taikoo Shipping Gazette" or apply to

BUTTERFIELD & SWIRE,
Agents,
French Bund.

Tel. No.
Passengers: Central No. 401.
Freight: Central No. 77.

CP OS
Delayed Sailing Date
Empress of Russia—July 6
The departure of the S.S. Empress of Russia has been delayed three days. Tender carrying outward bound passengers will leave the Customs Jetty
Tuesday—July 6—7.30 a.m.
Baggage Arrangements. All heavy baggage should be sent to C.P.O.S. godown, Szechuen Road, on Monday, July 5th, up to 4:00 p.m.
Note: Owing to the Kobe call being omitted this voyage, arrival in Vancouver is still figured for July 19th, the regular scheduled date. Rail and Atlantic connections should be made as originally planned.

Freight Office
Cor. Peking and Yuen Ming Yuen Roads,
Shanghai,
Telephone, Central 181

Passenger Office
Palace Hotel
19 The Bund
Shanghai,
Telephone, Central 182

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PACIFIC STEAMSHIP COMPANY
TRANS-PACIFIC FREIGHT SERVICE
FOR PORTLAND
S.S. "WABAN" ..... July
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GEO. A. HEYBURN, Asst. Gen. Agent
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TRANS-PACIFIC SERVICE
SAILINGS FROM SHANGHAI (subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Colombia	July 17	S.S. Venezuela	July 24
S.S. Venezuela ...	Aug. 14	S.S. Ecuador	Aug. 21
S.S. Ecuador	Sept. 11	S.S. Colombia	Sept. 18

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

CARGO STEAMERS

	Due at Shanghai	Leave for San Francisco
ARCHER		July 15
WEST NIGER	July 15	Aug. 3
WEST NERIS	July 25	Aug. 16
EIKRIDGE	Aug. 1	Aug. 23

ROUND THE WORLD SERVICE
For Singapore, Colombo, Mediterranean Ports and Baltimore.
MONTHLY SAILINGS FROM SHANGHAI
WEST MINGO ..... July 25
PANAMA SERVICE
Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA
BALTIMORE SERVICE
Sailings from San Francisco via Central America, Panama Canal, Puerto Colombia and Havana
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
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T. K. K.
SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)
Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI
FOR SAN FRANCISCO

KOREA MARU	July 18
TENYO MARU	Aug. 14
SHINYO MARU	Sept. 9
KOREA	Oct. 8

FOR HONGKONG

SHINYO MARU	Aug. 21
SIBERIA MARU	Sept. 30

All steamers of this company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance, Deck Dances. Service and Cuisine unexcelled.
Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY and CANADIAN PACIFIC OCEAN SERVICES, LD.
Railway transporation between Nagasaki, Kobe and Yokohama may be had on application to the purser.
T. N. ALEXANDER, Manager,
North China Insurance Co.'s Buildings
Telephone No. 3229.

LLOYD TRIESTINO
Fast Passenger Service Regular Sailings for
Trieste and Adriatic Ports
taking cargo on through Bill of Lading to
Adriatic, Levant, Black Sea and Danube Ports.
Next sailings:—
S.S. "PERSIA" about 15th July
• Carrying Passengers.
DODWELL & CO., LTD.
AGENTS
Union Building Telephone Central 1693

CHINA MAIL S.S. CO., LTD.
PASSENGERS AND FREIGHT
Sailings From Shanghai
SUBJECT TO CHANGE
FOR SAN FRANCISCO
via Japan and Honolulu
S. S. "CHINA" (10,200 tons) • ..... July 25
S.S. "NANKING" (15,000 tons) ..... Aug. 23
S.S. "NILE" (14,000 tons) ..... Aug. 31
•Will not call Yokohama and Honolulu
FOR HONGKONG DIRECT
S.S. "CHINA" ..... July 12
S.S. "NANKING" ..... Aug. 9
S.S. "NILE" ..... Aug. 19
For further information regarding Passenger Fares, Sailings, Freight Rates, etc., apply to
F. R. BARRETT, Agent.
Cable address "CHIMAIL" Phone "Central 4775"
Corner Szechuen and Kiukiang Roads.

GENERAL SHIPPING NEWS

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE MAIL SERVICE.

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, Marseilles, London and Antwerp:—

	Tons		
KAMO MARU	16,000	Capt. M. Nakamura,	July 9
IYO MARU	12,500	Capt. S. Murazumi,	July 19

EUROPEAN LINE CARGO SERVICE.

For London, Antwerp, Rotterdam, and Hamburg via ports:—

TSUSHIMA MARU	15,000	Capt. K. Teramoto,	July 5
TATSUNO MARU	15,000	Capt. G. Ohta,	Aug. 2

For Marseilles and Liverpool via ports:—

TOKUSHIMA MARU	15,000	Capt. K. Shibuya,	July 14
AWA MARU	12,500	Capt. S. Hirata,	July 16

VICTORIA AND SEATTLE

For Nagasaki, Kobe and Yokohama:—

KATORI MARU	19,000	Capt. E. Tozawa,	July 12
KASHIMA MARU	19,000	Capt. K. Itsuno,	Aug. 25
TAJIMA MARU	15,000	Capt. K. Takano,	July 11

NEW YORK VIA PANAMA.

LISBON MARU			Aug. 2

FOR YOKOHAMA (Via Nagasaki, Moji and Kobe).

YAMASHIRO MARU	7,000	Capt. S. Takano,	July 7
KOKURA MARU	5,000	Capt. S. Ito,	July 9

FOR KOBE AND YOKOHAMA

SHIDZUOKA MARU	12,500	Capt. K. Asakawa,	July 21

FOR MOJI, KOBE AND OSAKA LINE (Via Moji).

OMI MARU	7,000	Capt. S. Kishimoto,	July 7
CHIKUGO MARU	5,500	Capt. K. Hayashi,	July 10
KUMANO MARU	9,500	Capt. T. Sasaki,	July 14
YAWATA MARU	7,000	Capt. S. Shinohara,	July 17

FOR HONGKONG.

KASHIMA MARU	19,000	Capt. K. Stauno,	Aug. 3

FOR MANILA AND HONGKONG.

FUSHIMI MARU	21,000	Capt. M. Machida,	Aug. 26

AUSTRALIAN LINE (Sailing From Hongkong).

Regular Four-Weekly Service between Japan ports and Australia (calling at Manila),

NIKKO MARU	10,000	Capt. J. Kusano,	July 21
AKI MARU	12,500	Capt. S. Shibata,	Aug. 18
TANGO MARU	14,000	Capt. S. Nishimura,	Sept. 22

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
I. MATSUDAIRA, Manager, Nippon Yusen Kaisha,
Tel. Address: Yusen, Shanghai.

FRANK WATERHOUSE & CO.

PUGET SOUND TRANS-PACIFIC SERVICE

SEATTLE-MANILA via SHANGHAI & HONGKONG
and
NEW YORK SERVICE
Manila-New York.

Operated for account of UNITED STATES SHIPPING BOARD

For rates and full particulars apply to

AMERICAN TRADING COMPANY
AGENTS

53 SZECHUEN ROAD Telephone Central 944

BARBER STEAMSHIP LINES, INC.

FOR SAN FRANCISCO
S. S. "WESTERN CROSS" ..... July
FOR NEW YORK & BOSTON
S. S. "ALLOWAY" ..... July 14
FOR ROTTERDAM - ANTWERP - LONDON
S. S. "WEST HASSAYAMPA" ..... July 8
Operated for Account of U. S. Shipping Board,
For rates and particulars apply to

THE BARBER S.S. LINES, INC.
THE ADMIRAL LINE, Agents.
53 Szechuen Road. Telephone C. 1471

STRUTHERS & DIXON
INCORPORATED

Amalgamated with
COSMOPOLITAN SHIPPING CO. NEW YORK GREEN STAR LINE NEW YORK
TRANS-PACIFIC SERVICE

Due INWARD		Sailing OUTWARD	
Steamer	Date	Steamer	Date
Aquarius †	July	Hathaway	July 5

(If sufficient inducement offers)

* San Francisco † Seattle
Through B/Ls issued to all Overland Points in U.S.A. and Canada
ATLANTIC & GULF PORTS VIA PANAMA SERVICE

Due INWARD		Sailing OUTWARD
Editor	July 10	
Fortnightly		Fortnightly

* Baltimore † New Orleans
For rates, space or other particulars, apply to
EXECUTIVE OFFICE FOR THE FAR EAST, Shanghai, China. SHANGHAI OFFICE, 7, Jinkee Road, Tel. Central 2557.
L. EVERETT, Vice-Pres. J. S. EMENS, Agent
Telegrams "DIXSTRUTH"

Departures

Date		For	Ship's Name	Flag	Agents
July	2 —	Chinwangtao	Nichiyei Maru	Jap.	K. M. A.
July	2 —	San Francisco	Sylvan Arrow	Am.	Socony
July	2 —	San Francisco	Western Cross	Am.	Adl. Line
July	3 —	Hankow, etc.	Tuckwo	Br.	J. M. & Co.
July	3 —	Hankow, etc.	Changon	Chi.	S.P.S.N. Co.
July	3 —	Hankow, etc.	Ngankin	Br.	B. & S.
July	3 —	Hankow, etc.	Tafoo Maru	Jap.	N.K.K.
July	3 —	Japan	Yawata Maru	Jap.	N.Y.K.
July	3 —	Tsingtau, Dairen	Chojun Maru	Jap.	S.M.R. Co.
July	3 —	S. H'kong, C'ton	[illegible]	Br.	B. & S.
July	3 —	Tsingtau	Tean	Br.	B. & S.
July	3 —	Tientsin, etc.	Fengtien	Br.	B. & S.
July	3 —	Dairen	Kobe Maru	Jap.	S. M. R. Co.
July	3 —	Vladivostok	Shinyuo	Chi.	L. V. Lang
July	3 —	Ningpo	Kiangteen	Chi.	C.M.S.N. Co

P. & O., British India, Apcar, E. & A. S.S. Lines

(Companies incorporated in England)

FOR MARSEILLES, LONDON AND ANTWERP via HONGKONG, STRAITS, CEYLON, EGYPT

S.S. "DEVANHA"	July 15th
S.S. "LAHORE"	July 28th
S.S. "KALYAN"	August 6th
S.S. "JEYPORE"	August 7th

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "DILWARA"	July 13th
S.S. "DUNERA"	July 23rd

FOR CALCUTTA DIRECT FROM HONGKONG

S.S. "MADRAS"	July 4th
S.S. "GREGORY APCAR"	July 7th
S.S. "TORILLA"	July 27th
S.S. "TAKADA"	Aug. 9th

FOR SYDNEY from HONGKONG

S.S. "ST. ALBANS"	July 20th
S.S. "EASTERN"	Aug. 11th

P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Steamers and sailing dates are liable to be altered or cancelled without notice.
For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.
AGENTS
24 The Bund, Shanghai
Telephones: General: Central 169
Passage: Central 2510
Freight: Central 2069

CHINA PACIFIC COMPANY

AGENTS FOR
Columbia Pacific Shipping Co.,
and
Sudden and Christenson.
Cargo Service between

Portland, Oregon and Shanghai, Tsingtao, Tientsin, and Dairen.

Sailings from China ports:—

S.S. WEST NOMENTUM ..... about July 20th

Through bills of lading issued to the principal cities of the United States and Canada.

For information as to freight rates, etc., apply to:—

C. L. Seitz,
General Agent
6 KIUKIANG ROAD. 4th FLOOR.

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
(Subject to Alteration)
SAILINGS FROM SHANGHAI

FOR EUROPE Hongkong, Singapore, Colombo, Portsaid, Marseilles, London, Antwerp, Rotterdam and Hamburg.

	Tons	Capt.	Arrive	Leave.
*HIMALAYA MARU.	18,000	S. Yamane.	July 8	July 10

This steamer will not call at Marseilles.

FOR NEW YORK via PANAMA, Japan ports, San Francisco, and Panama.

*AMAZON MARU	15,000	N. Konichi,	July 16	July 18
*ALTAI MARU	15,000	K. Mari,	July 18	July 20

FOR NORTH AMERICA (Tacoma, Victoria and Seattle) via Nagasaki, Kobe and Yokohama.

In connection with the Chicago, Milwaukee and St. Paul Ry.

ARABIA MARU	18,000	T. Saito,	July 6	July 8
ARIZONA MARU	15,000	T. Fuchigami,	July 15	July 17
MANILA MARU	15,000	H. Yamaguchi,	July 24	July 26

FOR HONGKONG.

AFRICA MARU	18,000	H. Yamamoto,	Aug. 8	Aug. 9

FOR NORTH CHINA PORTS (Tsingtau, Tientsin and Dairen).

KOHOKU MARU	5,000	M. Tsubaki,	July 15	July 17

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

KEELUNG MARU	3,000	N. Kamizawa,	July 11	July 13

Those steamers marked* have no passenger accommodation.

BORNEO MARU from Hamburg and Antwerp Arrived June 21.

The Company also runs numerous steamers from Japan to South America, New Orleans, South Africa, Australia, India, Java, China, Korea, Vladivostsk and also between the principal ports in Japan. Through freight booked from Shanghai.

OSAKA SHOSEN KAISHA
Tel. Nos. C. 4233, 4234 and 4235. Union Building, 4 The Bund.
O.S.K. Yangtszepoo Wharf, Wayside. Tel. Nos. East 208, 209 & 212
Tel. Address: SHOSEN, Shanghai.

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ships Name	Flag	Agents
Dec.	6 —	Chinwangtao	Indigirka	Rus.	R.V.F.
Jan.	21 —	Japan	Katune Maru	Jap.	M.B.K.
Mar.	19 —	Japan	Kiyo Maru	Jap.	Kaiyosha
Mar.	22 —	[illegible]	Chienan	Chi.	W. & Co.
May	12 —	Japan	Naotetsu Maru	Jap.	
May	20 —	Port Wallut	Simferopol	Rus.	R.V.F.
May	28 —	Hankow, etc.	Waishing	Br.	J. M. & Co.
May	30 —	Japan	Tosa Maru 10	Jap.	
May	31 —	Manila	Raritan	Am.	
June	6 —	Vladivostok	Penza	Rus.	R. V. F.
June	16 —	Liverpool, etc.	Pakling	Br.	B. & S.
June	17 —		Childar	Br.	
June	21 —	Hongkong	Hangsang	Br.	J. M. & Co.
June	21 —		Hemishima M.	Jap.	
June	22 —	Dairen	Wallowra	Br.	L. V. Lang
June	22 —		Waban	Am.	Adl. Line
June	23 —	Chinwangtao	Providence	Nor.	K.M.A.
June	24 —	San Francisco	Col. Springs	Am.	S. & Dix
June	24 —	Foochow	Rotorua	Br.	N.S.S.N. Co.
June	25 —		Georgi	Rus.	R. V. F.
June	26 —	Nanking	Letai	Br.	B. & S.
June	27 —	New York	Kathlambe	Br.	J. M. & Co.
June	28 —	Chefoo	Shunchong	Chi.	T.Y.S.S. Co.
June	29 —	Hankow, etc.	Paling Maru	Jap.	N. K. K.
June	30 —	Hongkong	West Calera	Am.	P.M.S.S. Co.
June	30 —	San Francisco	Acme	Am.	Socony.
June	30 —	Cruise	Chuentiao	Chi.	Customs
July	1 —	Tientsin	Mingshun	Chi.	S.P.S.N. Co.
July	1 —	Ningpo	Meinan	Am.	Socony.
July	1 —	San Francisco	Methven	Br.	C.P.O.S.
July	1 —	Japan	Chokai Maru 2	Jap.	
July	1 —	Chinwangtao	Henrik	Nor.	K.M.A.
July	2 —	Foochow	Ningshin	Chi.	S.P.S.N. Co.
July	2 —	San Francisco	West Ira	Am.	Dollar Co.
July	6 —	Japan	Unkai Maru	Jap.	M.B.K.
July	2 —	Singapore	Unda	Br.	A.P. Co
July	2 —	Hongkong	Tungshing	Br.	J. M. & Co.
July	2 —		Friesland	Br.	
July	2 —	Vladivostok	Shinyuo	Chi.	L.V. Lang
July	2 —		Mulpua		
July	2 —	Hankow, etc.	Woosung	Br.	B. & S.
July	2 —	Hankow, etc.	Kian	Br.	B. & S.
July	2 —	Hankow, etc.	Sujyang Maru	Jap.	N. K. K.
July	2 —	Tientsin	Orestes	Br.	B. & S.
July	2 —	Japan	Kyoto Maru	Jap.	M. S. K.
July	2 —	Swatow	Hsinfung	Chi.	C.M.S.N. Co
July	2 —	Wenchow	Kwangchi	Chi.	C.M.S.N. Co.
July	6 —	Japan	Toyama Maru	Jap.	N.Y.K.
July	2 —	Tsingtau	Hozan Maru	Jap.	H. H. Co.
July	2 —	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
July	3 —	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
July	3 —	London, etc.	Atsuta Maru	Jap.	N.Y.K.
July	3 —	Chinwangtao	Taihei M.	Jap.	K. M. A.
July	3 —	Hongkong	Tatsuno Maru	Jap.	N. Y. K.
July	3 —	Hongkong	Shantung	Br.	B. & S.
July	3 —	Hongkong	Kweilin	Br.	B. & S.
July	3 —	Tsingtau	Satsuki Maru	Jap.	K.M.A.
July	3 —		Tomashima Maru	Jap.	M.B.K.
July	3 —	Hankow, etc.	Hwahlee	Chi.	J.M. & Co.
July	3 —	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
July	3 —	Hankow, etc.	Shengking	Br.	B. & S.
July	3 —	Hankow, etc.	Fengyang Maru	Jap.	N.K.K.
July	3 —	Pukow	Sujyang	Br.	B. & S.
July	3 —	Tientsin	Kingsing	Br.	J.M. & Co.
July	3 —	Antung	Hunan	Br.	B. & S.
July	3 —	Tsingtau	Shenglee	Chi.	T.Y.S.S. Co.
July	3 —		Hwahwu	Chi.	Y.F. S.S. Co
July	3 —	Swatow	Wenchow	Br.	B. & S.
July	3 —	Tientsin	Taito Maru	Jap.	K.M.A.
July	3 —		Chenglee	Chi.	T.Y.S.S. Co.

Arrivals

Date		From	Ship's Name	Flag	Agents
July	2 —	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co
July	3 —	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
July	3 —	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
July	3 —	London, etc.	Atsuta Maru	Jap.	N. Y. K.
July	3 —	Chinwangtao	Taihei	Jap.	K. M. A.
July	3 —	Hongkong	Tatsuno Maru	Jap.	N.Y.K.
July	3 —	Hongkong	Shantung	Br.	B. & S.
July	3 —	Hongkong	Kweilin	Br.	B. & S.
July	3 —	Tsingtau	Satsuki Maru	Jap.	K. M. A.
July	3 —		Tomashima Maru	Jap.	M.B.K.
July	3 —	Hankow, etc.	Hwahlee	Chi.	J.M. & Co.
July	3 —	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
July	3 —	Hankow, etc.	Shengking	Br.	B. & S.
July	3 —	Hankow, etc.	Fengyang Maru	Jap.	N.K.K.
July	3 —	Pukow	Sujyang	Br.	B. & S.
July	3 —	Tientsin	Kingsing	Br.	J.M. & Co.
July	3 —	Antung	Hunan	Br.	B. & S.
July	3 —	Tsingtau	Shenglee	Chi.	T.Y.S.S. Co.
July	3 —		Hwahwu	Chi.	Y.F. S.S. Co
July	3 —	Swatow	Wenchow	Br.	B. & S.
July	3 —	Tientsin	Taito Maru	Jap.	K.M.A.
July	3 —		Chenglee	Chi.	T.Y.S.S. Co.

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
CMCB	June 25	Cockchafer	Br. gun-boat
P & O B I	June 25	Cricket	Br. gun-boat
FNB	June 25	Gen. Alava	Am. gun-boat
Y. P. D.	June 9	Gnat	Br. gun-boat
P & O B I	June 25	Mantis	Br. gun-boat
S'chow Creek	Oct. 29	M.A.S. 226	Ital. sub-chaser
S'chow Creek	Oct. 29	M.A.S. 227	Ital. sub-chaser
U. S. N. B.	May 22	Samar	Am. gun-boat

S.S. WEST RARITANS

Sailing for
HONGKONG SINGAPORE and JAVA ports.

First Half of August

If Sufficient Cargo Offering.

For Freight, Apply to
CONNELL BROS. CO.
71 Szechuen Road

CANADIAN PACIFIC

TRANS-PACIFIC LINES

S. S. "MATTAWA"
will leave SHANGHAI on or about 9th July
for Vancouver
via Nagasaki, Kobe and Yokohama
For Bills of Lading, Freight Rates, etc., apply to
N. LEES-SMITH, Acting Agent.
Cor. Peking and Yuenmingyuen Roads, Shanghai. Tel. Central 181.
30612

Shipping Items

The I-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Tatung left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Talee Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.

The C.N. s.s. Tungchow left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The I-C. s.s. Kwongsang is expected to arrive in Shanghai from Canton, Hongkong and Swatow today.

The E. and A. s.s. Eastern was expected to leave Sydney for Hongkong and ports on Thursday.

The C.M. s.s. Klangyung left Hankow for Shanghai on Friday.

The C.N. s.s. Chungking left Hankow for Shanghai on Friday.

The N.K.K. s.s. Yohyang Maru left Hankow for Shanghai on Friday.

The N.Y.K. s.s. Omi Maru left Moji for Shanghai on Friday and is due to arrive at the N.Y.K. Wharf today.

The N.Y.K. s.s. Yamashiro M. left Nagasaki for Shanghai on Friday and is expected to arrive at the Wayside Wharf today.

The P. and O. s.s. Nore which sailed from Shanghai on May 8, arrived in London on June 28.

The B.I. s.s. Torilla, from Calcutta, is expected to leave Hongkong for Shanghai on Tuesday, July 6.

The C.M. s.s. Klangwah left Hankow for Shanghai yesterday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai yesterday.

The C.M. s.s. Hsinkong left Tientsin for Chefoo and Shanghai on Friday.

The P. and O. s.s. Lahore which sailed from London on May 19, is expected to leave Hongkong for Shanghai on Tuesday, July 6.

The P. and O. s.s. Dilwara which sailed from Bombay on July 14, is expected to leave Hongkong for Shanghai tomorrow afternoon.

The I-C. s.s. Luenho will leave Hankow for Shanghai today.

The C.N. s.s. Poyang will leave Hankow for Shanghai today.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The C.N. s.s. Shuntien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The C.M. s.s. Feiching will leave Foochow for Shanghai on Tuesday.

The I-C. s.s. Yusang is expected to arrive in Shanghai from Swatow on Tuesday.

The I-C. s.s. Koonshing is expected to arrive in Shanghai from Tientsin, Chefoo and Weihaiwei next Wednesday.

The I-C. s.s. Choysang is expected to arrive in Shanghai from Canton, Hongkong and Swatow next Wednesday.

The S.M.R. s.s. Sakaki Maru is expected to arrive in Shanghai from Dairen tomorrow morning and will sail for Tsingtau and Dairen Tuesday afternoon at two o'clock. The tender with passengers and mails will leave the Customs jetty one hour earlier.

The C.P.O.S. s.s. Empress of Russia will leave Hongkong for Shanghai at five o'clock this morning and is due at Woosung on Tuesday morning. The Russia sails for Vancouver and ports the same day and the tender with outgoing passengers and mails will leave the Customs jetty at 7:30 o'clock Tuesday morning. The same tender will convey the Hongkong passengers up river and is expected to arrive at the jetty about 11:30 o'clock.

The K.M.A. s.s. Miyo Maru (chartered) left Chinwangtao for Shanghai on Thursday.

The K.M.A. s.s. Upolu (chartered) left Chinwangtao for Shanghai on Thursday.

The K.M.A. s.s. Shinsei Maru (chartered) left Chinwangtao for Shanghai on Thursday.

The I-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Luenyi will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Tachang Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Hwahta will leave Hankow for Shanghai on Tuesday.

The I-C. s.s. Wosang will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Wuchang will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Ichang will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Tean will leave Tsingtau for Shanghai on Tuesday.

The N.Y.K. s.s. Kokura Maru will leave Nagasaki for Shanghai today and is expected to arrive at the Wayside Wharf on Tuesday.

The N.Y.K. s.s. Chikugo Maru will leave Moji for Shanghai tomorrow and is expected to arrive at the N.Y.K. Wharf on Wednesday.

The Glen. Line m.v. Glengyle, from London, left Hongkong yesterday and is expected to arrive in Shanghai on Tuesday.

Sailed from Shanghai

For San Francisco		
Nanking	June	6
Berwindmoor	June	7
Ecuador	June	19
Tancred	June	19
Shinyo Maru	June	21
Nile	June	22
Broad Arrow	June	28
Sylvan Arrow	July	1
Western Cross	July	2
For Tacoma		
Africa Maru	June	8
For Seattle		
Fushimi Maru	June	19
Mikesan Maru	June	28
For Portland		
Wawalone	June	2
West Navaria	June	30
For Los Angeles		
Vinita	June	6
For Vancouver		
Empress of Asia	June	6
Monteagle	June	13
For New York		
Lima Maru	June	4
Eurymachus	June	6
Alaska Maru	June	7
Bolton Castle	June	9
Slavic Prince	June	10
Toyooka Maru	June	25
For London etc.		
Delta	June	1
Teiresias	June	3
Kitano Maru	June	7
Lt. de la Tour	June	13
Nellore	June	14
Havre Maru	June	15
Helenus	June	21
Inaba Maru	June	23
Karmala	June	28
Euryades	June	30
Carmarthenshire	June	30
Elpenor	July	1
For Liverpool		
Idomeneus	June	1
For Hamburg		
Tsuruga Maru	June	17
For Marseilles		
Porthos	June	25
For Calcutta		
Madras	June	17
Gregory Apcar	June	21
For Java		
Hwahting	June	4
Yannis	June	5
Tjibodas	June	22
For Singapore		
Naneric	June	4
West Hixton	June	13
Hermes	June	13
Palembang	June	14
For Australia		
Comeric	June	5
Eurylochus	June	8

Vessels Due

Chekiang, *Tientsin*	July	10
Chikugo Maru, *Japan*	July	7
China, *S. Francisco*	July	13
Choysang, *Hongkong*	July	7
Chungking, *Hankow*	July	5
Dilwara, *Bombay*	July	3
E. of Japan, *Vladcouver*	July	13
E. of Russia, *Hongkong*	July	6
Feiching, *Foochow*	July	8
Fengtien, *Tientsin*	July	11
Glengyle, *London*	July	6
Hsinkong, *Tientsin*	July	5
Hsin Peking, *Ningpo*	July	4
Hwahta, *Hankow*	July	9
Ichang, *Hongkong*	July	9
Katori Maru, *Hongkong*	July	10
Klangteen, *Ningpo*	July	6
Klangwah, *Hankow*	July	6
Klangyung, *Hankow*	July	5
Klangyu, *Hankow*	July	10
Klangfoo, *Hankow*	July	12
Kobe Maru, *Dairen*	July	9
Kokura Maru, *Japan*	July	6
Koonshing, *Tientsin*	July	7
Kumano Maru, *Japan*	July	11
Kutwo, *Hankow*	July	10
Kwongsang, *Hongkong*	July	4
Lahore, *London*	July	9
Luenho, *Hankow*	July	7
Luenyi, *Hankow*	July	8
Loongwo, *Hankow*	July	4
Ngankin, *Hankow*	July	11
Omi Maru, *Japan*	July	4
Poyang, *Hankow*	July	7
Pyrrhus, *Liverpool*	July	8
Sakaki Maru, *Dairen*	July	5
Shuntien, *Tientsin*	July	7
Sinkiang, *Hongkong*	July	12
Suiwo, *Hankow*	July	8
Sunning, *Hongkong*	July	4
Tatung, *Hankow*	July	4
Tean, *Tsingtau*	July	8
Torilla, *Calcutta*	July	6
Tuckwo, *Hankow*	July	11
Tungchow, *Tientsin*	July	4
Woosung, *Hankow*	July	13
Wosang, *Hankow*	July	9
Wuchang, *Hankow*	July	9
Yamashiro Maru, *Japan*	July	4
Yingchow, *Hongkong*	July	7
Yusang, *Swatow*	July	6

Launch Services

Tuesday, July 6, 1920

The tender Alexandra conveying passengers and mails on board the C.P.O.S. s.s. Empress of Russia will leave the Customs Jetty at 7.30 a.m.

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 1 p.m.

Saturday, July 10, 1920

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 3:30 p.m.

Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

AUCTION INDEX

MONDAY and TUESDAY, July 5th and 6th.—Superior Household Furniture and Accessories at 129 Siccawei Road.

TUESDAY, July 6th.—Excellent Household Furniture and Sundries in Salesroom at 10 a.m.

WEDNESDAY and THURSDAY, July 7th and 8th.—Superior and Artistic Household Furniture and Accessories at 67 Kiangse Road (The Ritz).

AUCTION AT NO. 67 KIANGSE ROAD
"THE RITZ"
L. Moore & Co., Ltd. Auctioneers

This Auction is postponed from TUESDAY and WEDNESDAY next to Wednesday and Thursday next.

Goods being ON VIEW from date to day of Sale.

The Furniture is either of Arts and Crafts make or imported.

CARPETS

An excellent opportunity for the purchase of High Class Carpets

Persian—Axminster—Turkish

A few very large Carpets suitable for BOARD ROOMS.

Glass, E. P. Cutlery and Crockery in all of fine quality and in excellent condition.

Overhead and Table Fans and Dainty Electric Fittings.

9 Enamelled Bath Tubs

A chase and Baker combined Piano and Pianola 88 note
An Aeolian Pianola
A Victor Victrola

A large Herring Hall Marvin Safe

On view Saturday, Sunday, Monday, and Tuesday.

S.S. WEST IRA

The steamer West Ira is now discharging her cargo at the Dollar Pai Lien Ching Wharf. Consignees are requested to send in their bills-of-lading for countersignature and take delivery of their goods. All claims against the steamer must be sent in within ten days after completion of the steamer's discharge or they will not be recognised. All risks at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place at the wharf on Thursday, the 8th of July at 9:30 o'clock a.m.

THE U.S. SHIPPING BOARD EMERGENCY FLEET CORPN.
THE ROBERT DOLLAR CO.,
Agents.

30673

STOCKS OF ANHYDROUS AMMONIA FOR COLD STORAGE PLANTS

in 100 lb. cylinders

are held by

GEDDES & CO., LTD

5 PEKING ROAD

Tel. 346

Monday, July 5th, being observed as Independence day, the offices of the American Consulate-General will be closed to public business.

EDWIN S. CUNNINGHAM,
American Consul-General.

30637

NOTICE

Mr. E. L. McCloskey, Manager, will be in full charge of Gaston, Williams and Wigmore Electrical Engineering Corporation during Mr. Boulon's absence.

GASTON, WILLIAMS & WIGMORE ELECTRICAL ENGINEERING CORP.

F. G. BOULON,
Attorney.

30668

NOTICE

American Co. S. V. C. Musketry.

Tuesday, July 6th, 6.30 to 8.30 a.m. and 4.30 to 5.30 p.m.

Springfield Spoon Competition.

Ranges 200, 500 and 600 yds. Bisley. Competitors must bring their own ammunition.

(Sgd.) V. OLSEN,
Musketry Officer.

30670

NOTICE

The management of the Cafe Parisien regrets that through inadvertence the name of Captain Davies was inserted in the advertisement in THE CHINA PRESS of Saturday, 3rd inst.

30671

CHAMPAGNES

Heidsieck & Co.'s

Monopole (Red Top)

Piper Heidsieck

Piper Sec Americain 1914.

Hard to beat in

QUALITY & PRICE

GARNER, QUELCH & CO.

Telephone 2021

Harbour Notification

No. 7 of 1920.

Establishment of the "Woosung Creek" Buoy.

NOTICE is hereby given that on or about the 22nd instant a black buoy, gas lighted, showing a white light occulting every 8 seconds (4 seconds light, 4 seconds eclipse) will be moored in 20 feet of water, L.W.S.T., on the eastern side of the fairway abreast the Woosung Creek, the Woosung Lighthouse bearing N. 13° E. mag., distant 1.1 mile.

This buoy will be known as the "Woosung Creek Buoy."

H. G. MYHRE,
Harbour Master.

Approved:
L. A. LYALL,
Commissioner of Customs.
Custom House,
Shanghai, July 2, 1920.

30658

Special Notice To Mariners

No. 569.

China—East Coast

Shanghai District—Yangtze River.

The Whangpoo—Woosung.

Light-buoy to be established.

NOTICE is hereby given that on or about the 22nd July, 1920, a black light-buoy will be established on the eastern side of the fairway in the Whangpoo, abreast of Woosung Creek.

This buoy, which will be known as the Woosung Creek Buoy, will be moored in about 20 feet of water at low water of spring tides, and will show a white light occulting every 8 seconds, thus:—

Light ..... 4 seconds.
Eclipse ..... 4 seconds.

From the buoy Woosung Lighthouse will bear about N. 13° E., magnetic, distant 1.1 miles.

H. E. HILLMAN,
Acting Coast Inspector.

Coast Inspector's Office,
Shanghai, 3rd July, 1920.

30669

NOTICE

Mr. Horace Beeson and Mr. A. Jones will be in charge of this office during Mr. Boulon's absence.

GASTON, WILLIAMS & WIGMORE FAR EASTERN DIVISION, INC.

F. G. BOULON,
Manager for China.

30667

BIRTH

Twin daughters to Captain and Mrs. H. Edgren, 62, Dixwell Road. July 3rd.

LOMBIO

CURES

PILES

Prickly Heat, Eczema, and all Skin Troubles.

LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draw out the heat from the inflamed tissues and effects a permanent cure

To be obtained from local agent

Shanghai Dispensary

24 Foochow Road, Shanghai

Sole Proprietors:
LOMBIO COMPANY,
15, New St. Bishopsgate, London, E.C.

New stock has now arrived

FOR AMERICAN, BRITISH AND CHINESE

METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

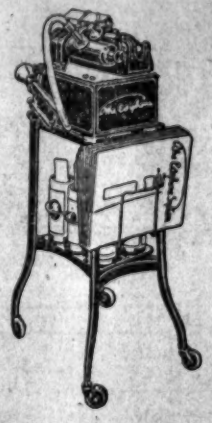
W. Z. ZEE & SONS

(ZUNG LEE & SONS, ESTABLISHED 1895)
SHANGHAI

THE GENUINE EDISON DICTATING MACHINE

The Ediphone

BUILT BY EDISON FOR BETTER LETTERS



Phone us for demonstration.

Write us for illustrated booklet.

THE OFFICE APPLIANCE CO.

Phone Central 4778 — SPECIALISTS IN OFFICE EQUIPMENT — 22 Nanking Road, Shanghai — Cable Add. Mackbauck

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Motor-Cyclists—
Know Your Speed
A STEWART **SPEEDOMETER**

will increase the joy of motor cycling. You can know at a glance just how fast you are riding.

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

SCHOOL OF THE THEATRE

SINGING AND DRAMATIC INTERPRETATION

Application to be made now to Mrs. O'Hara, 17 The Bund, for classes commencing August 1st. Adults and children 'Phone Central 1625.

30613

Dr. WILLIAM S. GREGG

Eye Specialist

Put your sight in my care. My fitting is as careful as years of experience and study can make it.

My prices are within the reach of all

15 Nanking Road
Corner Szechuen Road

Consulting Hours:
9 to 5
and by appointment

PROFESSIONAL

LESSONS in French, given by a qualified French teacher. Apply to Box 1276, THE CHINA PRESS.

30619 J. 4

Business and Official Notices are Continued on Page 21

OFFICES WANTED

BRITISH FIRM requires set of offices, area about 2,000 sq. feet. Apply to Box 1323, THE CHINA PRESS.

30644 J. 6

Amusement Advertising will be found on Page 25

SITUATIONS WANTED

WANTED, experienced boy, cook and coolie. Must be first-class and well recommended. Wages fifty dollars. Apply to Box 1332, THE CHINA PRESS.

30666 J. 4

CHINESE, college graduate, with a good command of English desires a position as interpreter or teacher for three months only. Good service guaranteed. Apply to Box 1310, THE CHINA PRESS.

30601 J. 4

YOUNG lady seeks position as stenotypist (experienced), Knowledge of French. Apply to Box 1309, THE CHINA PRESS.

30651 J. 4

LADY stenographer desires position. Experienced, good references. Salary Tls. 185. Reply to Box 1322, THE CHINA PRESS.

30645 J. 6

MARRIED man, with several years' business experience in the Orient, seek employment in the export and import trade. Has held executive positions and is quite capable of taking charge. Outport acceptable. Please reply to Box 1324, THE CHINA PRESS.

30645

SITUATION wanted by salesman, office or commission work. Four years' experience in China. Apply to Box 1315, THE CHINA PRESS.

30627 J. 4

WANTED position as private or executive secretary by young American woman. Address Gleason, 2836-30th St., San Diego, Calif., U.S.A.

30617 J. 8

YOUNG gentleman, university educated, with knowledge of seven languages and good office experience, seeks employment. Apply to Box 1290, THE CHINA PRESS.

30549

AMERICAN with experience in export, import, correspondence in foreign languages, and the use of codes, wants situation. Available immediately. Apply to Box 1304, THE CHINA PRESS.

30586 J. 7

ADVERTISER, with five years experience in typewriting, telegrams, invoicing, insurance, accounts, etc., seeks immediate employment. Outport preferred. First-class certificates. Apply to Box 1303, THE CHINA PRESS.

30585 J. 7

HOUSES WANTED

1921: Unfurnished house wanted on long lease from January or March next. Five or six rooms, large garden, western district or French concession. Rental about Tls. 150. Reply to Box 1207, THE CHINA PRESS.

WANTED, unfurnished house or flat, not less than three rooms, kitchen and bath. Hongkew district, near Quinsan Garden or Rifle Range. Apply to Box 1302, THE CHINA PRESS.

30584 J. 4

HOUSES TO LET

UNFURNISHED house to let for five months, beginning July, on Dixwell Road. Tls. 50. Apply to Box 1330, THE CHINA PRESS.

30664 J. 10

FURNISHED new house, flush closets, electric light and water cool and airy, for July and August. Telephone North 1625 before 9 a.m. or after 7 p.m.

30657 J. 4

TO LET, Mokanshan, "Grand View house," comfortable, airy rooms, good table, house open for guests. Apply 103 Bubbling Well Road for particulars.

30624 J. 15

APARTMENTS WANTED

LEASE WANTED of three or four bedroom house, furnished or unfurnished, possession any time before October 1st. Apply to Box 1333, THE CHINA PRESS.

30666 J. 4

WANTED by bachelor, one room with bathroom, in private family. Full Board. Apply to Box 1313, THE CHINA PRESS.

30618 J. 4

APARTMENTS

Connaught House
8 Quinsan Gardens
Board—Residence
Apply
MRS. G. POLLOCK.

TO LET. One front room with board, large bathroom attached and closed verandah, facing the Park, very cool in the summer. Apply 14 Quinsan Gardens, Telephone North 482.

TO LET with board July 1st large newly furnished, well ventilated, attic flat, comprising two large rooms, small room and modern bathroom suitable for two bachelors. Tennis court, Garage and Stabling. Apply to Box 1137, THE CHINA PRESS.

ORIENTAL HOUSE
31 Boone Road

ONE large room and one large attic, also small room with bath attached. Hot and cold water. Suitable for married couples or bachelors. Moderate prices. Table under the personal supervision of the American proprietress. Tel. North 1102. 30369

TO LET, small furnished room with board, and private bath. Please apply to 28 Carter Road.

30672 J. 6

TO LET, two furnished rooms, with board, good table, at No. 103 Bubbling Well Road. Apply at premises, or phone West 905.

30660 J. 7

TO LET, furnished flat, with bathroom, veranda and kitchen, also nicely furnished front room with bathroom and veranda attached, facing south. Apply 36 Quinsan Road.

30663 J. 4

TO LET, on the Bubbling Well Road, with board, a large airy room, especially suited for a married couple without children. Equipped with hot and cold water, telephone and tennis court. For particulars please apply to Box 1298, THE CHINA PRESS.

30579

TO LET, one room furnished, and lavatory with geyser, very good location. Please apply to Box 1311, THE CHINA PRESS.

30676 J. 6

WESTERN district, to let with board, small room, suitable for gentleman, hot and cold water, telephone, $85 monthly. Apply to Box 1319, THE CHINA PRESS.

30635 J. 4

FRENCH FAMILY desires one or two paying guests. Comfortable home, good district. Apply to Box 1180, THE CHINA PRESS.

29565

TO LET, furnished rooms with board. Terms moderate. Apply 87 Broadway.

30655 J. 6

VACANT, in Avenue Joffre, a comfortable room and verandah, with board, for one lady only. South aspect. Phone. Apply to Box 1321, THE CHINA PRESS.

30642 J. 6

TO LET, with good board and attendance, one room, cool and airy, private bath. Suitable for one or two. Apply 103 Szechuen Road.

30648 J. 4

DESIRABLE apartment, two rooms, kitchen and bath, near the Bund. Furniture, amounting to Tls. 250, to be taken over by tenant. Apply to Box 1312, THE CHINA PRESS.

30621 J. 4

TO LET, nicely furnished room with verandah, full board, hot and cold water, telephone, etc. Apply 49 Bubbling Well Road.

30555 J. 4

MISCELLANEOUS

INVENTORIES, American Computing Co. will figure and check inventories, moderate cost. Accuracy guaranteed. Apply to Box 1318, THE CHINA PRESS.

30634 J. 4

LOST AND FOUND

LOST, silver mesh bag containing small silver and leather purse and gold pencil. Finder please return to Chiam Commercial Co., and receive reward.

30650 J. 6

SITUATIONS VACANT

EXECUTIVE positions open: There are more high-salaried positions than men to fill them. Book-keepers, stenographers, clerks, etc., you can prepare for promotion by study of I. C. S. Business Management, Secretarial, or Higher Accounting Course. Get out of the rut. Write today—right away. Office 15A, International Correspondence Schools, Chinese P. O. Box No. 1.

WANTED, two Chinese assistants for packing and shipping. Apply to Box 1331, THE CHINA PRESS.

30665 J. 6

LARGE cigarette concern requires the services of an experienced and competent compradore. Good salary and excellent prospects for the right man. Apply to Box 1327, THE CHINA PRESS.

30652 J. 6

WANTED by large American firm, experienced and capable foreign accountant able to do cost accounting. Excellent opportunity for man who can handle the work. No beginners wanted. Apply to Box 1320, THE CHINA PRESS.

30636 J. 4

OFFICES, ETC., TO LET

OFFICES to let on Nanking Road, with godown. Immediate occupation. Apply to Box 1326, THE CHINA PRESS.

30646 J. 6

TO LET, two bright office rooms in new building. Apply to Box 1316, THE CHINA PRESS.

30631 J. 4

TO LET, one large bright (four venetian windows) office room, 37½ x 16½ feet, divided by two partitions, in modern office building on the Bund. Apply, stating kind of business, to Box 1238, THE CHINA PRESS.

30576 J. 7

OFFICES to let near Bund, four very large rooms, immediate occupation. Apply J. T. Hammond, 51 Szechuen Road.

30606

EXCHANGE AND MART

FOR SALE, a Ford car in good condition. Price 400 taels. Owner going to America. Apply to Box 1334, THE CHINA PRESS.

30674 J. 8

FOR SALE, private library of standard books on Philosophy, Religion, China, etc. For price list, apply to Box 1328, THE CHINA PRESS.

30662 J. 7

WANTED, to buy one 3' 6" or 4' enamel bath tub. Apply to Box 1325, THE CHINA PRESS.

30647 J. 4

WANTED, motor boat or motor engine. Apply to Box 1329, THE CHINA PRESS.

30661 J. 6

PRICES reduced on sharpening safety razor blades. Only three cents each for single and four cents for double blades. Send your old blades to Y.M.C.A. Barber Shop, 120 Szechuen Road.

30678

"FLYING SUIT," heavily lined, new, ideal for motoring. Fit man 5 feet 7 inches. Chest 37 inches. See on board "KATHLAMBA," Jardine's Pootung East Wharf.

30654 J. 4

FOR SALE, a Ford car in good condition. Price reasonable. Apply to Box 1305, THE CHINA PRESS.

30591 J. 4

RARE stamps in finest condition. C. Piens, 30 Kwen Ming Road.

30610

WANTED to purchase, residence in western district or French concession. Answers must have full particulars and exact location, otherwise no attention given. Apply to Box 1215, THE CHINA PRESS.

30611

FOR SALE, 2,200 tons of 80-lb steel rails. Apply to Box 1285, THE CHINA PRESS.

30540 J. 4

Magazine and Automobile Section of The China Press, Sunday, July 4, 1920

Mary Pickford's Own Story of Her Divorce

Astonishing Revelations of the Popular Movie Star's Sad Honeymoon with a Drunken Bridegroom, Her Repeated Efforts to Win Her Husband Back After His Various Desertions and Her Humiliating Confession That Mr. Moore Told the Fascinating Actress That She "Didn't Appeal to Him Any More"

The Newly Wedded Pair—Mr. and Mrs. Douglas Fairbanks—and on Their Recent Brief Honeymoon the Couple to the Railroad Station and Carried Some of Their Luggage. Charlie Chaplin Accompanied Charlie Chaplin Has Matrimonial Troubles of His Own.

Owen Moore, Divorced Husband of "Our Mary."

EVERYBODY knows that Mary Pickford got a divorce recently from her husband, Owen Moore, in the little town of Minden, Nevada. Like many a part she has played in the movies, Mary Pickford's divorce was dramatic and full of surprises.

And the end is not yet, for the Attorney-General of the State of Nevada has begun proceedings to upset the divorce, accusing Miss Pickford of misleading the judge by false testimony! Meanwhile, "Our Mary" has married Douglas Fairbanks. And if the divorce decree is cancelled and Mary Pickford becomes Mrs. Owen Moore again, what about her marriage to Fairbanks and—well, it might all be made into a scenario for a nine-reel feature picture, based on Miss Pickford's own sworn testimony, about like this:

MARY PICKFORD'S MATRIMONIAL MISHAPS.

REEL I.—Little Miss Mary Pickford, seventeen years old, marries Owen E. Moore in Jersey City, January 17, 1911.

REEL II.—On the day the honeymoon begins in Havana, Cuba, the bridegroom leaves the bride for a three days' drunk.

REEL III.—Quarrels begin, the husband drinks heavily, the wife is deserted again and again, but she loves him and bravely tries to win him back and hold his affection.

REEL IV.—By the end of the first year the husband is swearing at Mary, calls her a fool, tells her he doesn't want to be bothered with a wife and he packs up and moves away.

REEL V.—Mary begins a life of separations and the husband becoming interested in and telling other appeals to him.

REEL VI.—On February 1st a demure little figure in black, with big colored goggles to disguise her face, steps off a train at Minden, Nevada, and says she is "Miss Smith." She drives to the Campbell Ranch, eight miles out in the mountains. It is Mary Pickford seeking to establish a residence secretly for the purpose of bringing a divorce.

REEL VII.—By extraordinary good luck Mr. Owen Moore comes into the State of Nevada and stops at a hotel in a nearby Nevada town just long enough to let Mary's lawyers serve him with the necessary legal notice of the suit. The divorce case is quickly heard by Judge Langan. Mary Pickford, with many sobs, gives the testimony printed in full on this page and wins her divorce on March 2.

REEL VIII.—Mary Pickford at once quits Nevada, goes to California, marries Douglas Fairbanks, settles down into a sweet honeymoon—when her dream of love is crushed by the news that the Attorney-General of Nevada will bring suit demanding that the divorce decree be annulled.

NOTE—One week elapses between Reel VIII. and Reel IX.—Next Sunday the scenario of the final Reel will be printed on this page.

REEL IX.—7,000-word sworn statement by the Attorney-General of Nevada accusing Mary Pickford of conspiracy to defeat the law, by false testimony, explaining how he claims the actress tricked the Court and asking to have the divorce revoked—all this will be printed in full here next Sunday with what "Our Mary" says in reply.

IT was late in the afternoon of March 2 when a childish figure gowned simply in black with her face disguised by large colored goggles was called to the witness stand in the County Court of Minden, Douglas County, Nevada. It was the divorce suit of Gladys M. Moore against Owen E. Moore that was before the Court—the name Mary Pickford was not even whispered in the court room. No one suspected that the demure little figure in black was "Our Mary" of the movies.

Seating herself in the witness chair as if it were in the film studio Mary Pickford took oath to tell the truth and her testimony then began thus:

QUESTION BY P. A. McCARRAN, Mary Pickford's lawyer—Your name is Gladys M. Moore?

ANSWER BY MARY PICKFORD (Mrs. Owen Moore)—Yes, sir.

QUESTION—Is Owen E. Moore, the defendant in this case, your husband?

ANSWER—Yes, sir.

Q—Where were you married?

A—In Jersey City, New Jersey, the 17th of January, 1911.

Q—At the time and date of your marriage, how old were you?

A—17 (Seventeen).

Q—After your marriage where did you and your husband first take up life together?

A—Cuba.

Q—Cuba?

A—Yes.

Q—In what city?

A—Havana.

Q—How long did you live in Cuba?

A—Three months.

Q—During your stay in Cuba what was the nature of your marriage life as to being happy or otherwise?

A—Very unhappy.

Q—And why?

A—My husband quarreled with me constantly.

Q—And during your stay there state what occurred between you and your husband?

A—Well, he left me the day we arrived there and came back in an intoxicated condition and he quarreled with me and left the hotel again and I didn't see him for three days.

Q—And when you next saw him what occurred between you and your husband?

A—Well, I cannot just recall, but he came back and we lived together at the hotel.

Q—And what if anything happened after that? Did you continue to live together?

A—Yes, sir.

Q—Where did you next take up life together?

A—At the Hotel Flanders, New York City.

Q—And how long did you live there?

A—About two months.

Q—What if anything occurred there?

A—He continued to quarrel with me and to drink.

Q—And was there anything in the way of a separation there?

A—No, sir.

Q—How long did you live together before he again left you, if he did leave you?

A—About a month.

Q—What happened then?

A—He didn't come home one night for dinner and he didn't phone me and I was naturally worried about him and I waited for him and he came home under the influence of liquor and I told him I was worried and asked him where he had been and he told me that it was none of my d—— business.

Q—What did he do after that?

A—He slept after that. He continued to quarrel with me and said that he didn't want to be bothered with a wife and moved down town.

Q—Do you recall the date of that instance, approximately?

A—Well, I should say it was in the Fall of 1911.

Q—How long did he remain away from you on that occasion?

A—A week.

Q—And what did you do, if anything, to bring him back?

A—I telephoned to his brother and asked him to talk to him and ask him to come back, and we did go back and live together.

Q—You induced him to return?

A—Yes.

Q—How long then did you live together?

A—Well, until the first of 1912.

Q—And where were you living at that time?

A—New York City, 157th street.

Q—And what occurred the next time he left you?

A—Well, if I may be permitted to tell the Court, from the time of my marriage I was forced to support myself, my mother, my brother and sister, and I was forced to work and my husband said that a wife was a luxury and that he did not intend buying my clothes, and we had been in Chicago and it was necessary for me to seek employment with a company and that company was going west to California, and I asked my husband to go along and I offered to pay his fare, but he said that he wanted to stay in New York.

QUESTION BY JUDGE LANGAN—What year was this?

ANSWER BY MARY PICKFORD MOORE—1911, 1912 rather.

BY LAWYER McCARRAN—And where was it that you again met him?

ANSWER BY MARY PICKFORD MOORE—At Los Angeles.

Q—And what if anything did you do then in the way of taking up life together?

A—We had an apartment there and he finally told me that he was tired of it and intended going back to New York and I told him that I would try and seek employment there and he said no and packed up his things and went back to New York.

Q—How long were you separated?

A—About eight weeks. I wrote him several letters and he did not answer them and finally I returned to New York.

Q—Did you again take up life together?

A—Yes, we did.

Q—And how long did you live together and where if you recall?

A—We lived together all of that Summer and during the Winter.

Q—That would be late in the year 1912?

A—Yes.

Q—And what, if anything, occurred then?

A—I was working very hard that Summer—of course we are like soldiers—and I told my husband that I didn't wish to go down to the country. That made no difference to him. He wanted to swim and play ball and if I cared to live with him I would have to go to the country. So I did. I would have to be up in the morning at seven o'clock and he would quarrel with me about that, but he wouldn't listen to me and it would be a period of about six weeks that he would not speak to me at all.

Q—What, if anything, happened in the way of a separation?

A—Well, that Fall, from unhappiness and overwork, I was taken ick and went to a hospital, and he came to see me under the influence of liquor, which disturbed me that night, and I was just coming out of the ether, and four times he came there and made me cry, and my doctor told the nurse that he was not allowed to come into the room, and until my temperature was normal he was not permitted in the room. Mother took me to a hotel when I came out of the hospital, and he came up to see me and quarreled with me again.

Q—Did you take up life together again?

A—A little later.

Q—When was the next time you went to live together as man and wife?

A—Well, I was again sent West with the company and I wrote to him and asked him to come West, and he did, and I went down to the station and met him and took him out to our house.

Q—How long did you live with him?

A—About three months.

QUESTION BY THE JUDGE—Now that was in Los Angeles?

ANSWER BY MARY PICKFORD MOORE—Yes, 1914.

BY LAWYER McCARRAN—The early part of 1914? Now you say you lived together about three months. What happened then?

ANSWER BY MARY PICKFORD MOORE—He quarreled with me and went back to New York.

Q—What did he say on his departure for New York?

A—Well, he told me that I was the cause of his failure in life and that I caused him to drink, and was sorry that he ever had a wife.

Q—Did he make any explanation as to what he meant by that?

A—Yes. If he wanted to dine out or stay out until all hours, why, he didn't want anybody questioning him as to where he was, and he thought that I interfered with his career.

Q—He then packed up and went back to New York?

A—Yes.

Q—What, if anything, did you do then to bring about a reconciliation?

A—I told him not to go; that I would finish up and go back with him, and as I was in the middle of a picture, why, I could not leave. He said he didn't care.

Q—Did you make any effort to bring him back?

A—Yes. I went to New York and telegraphed him, and then when I returned to New York I saw him.

Q—How long did you live there?

A—For about a period of five months.

Q—During that time what was your life with him?

A—More unhappy than ever.

Q—And that was due to his conduct toward you?

A—Yes. He said that I should demand more of the company, and when I said that I didn't think that it was quite the right thing to do he said that I was a fool and had no intelligence.

Q—How long did you live together?

A—Five months.

Q—Then what happened?

A—I was coming home one evening from work and my aunt was very ill, and as I hadn't seen her for some time, why, I thought I would stop in and see her, and I was five minutes late in getting to the hotel for dinner. It was five minutes after six when I got there, and when I explained to him he became very abusive and called my mother terrible names, names I do not care to repeat; and I said that he would have to apologize for that, and he said he would not and said that I could get out of there; he didn't want me any more and said he was absolutely through with me and wanted to live a bachelor's life, and that I didn't appeal to him.

Q—What was the date of that?

A—It was around the latter part of October, 1914, I think. I said I would go in the morning, but he said I had better leave that night.

Q—And what did you do?

A—There was nothing left for me to do but to move, and I did not wish to take another apartment in the hotel, so I packed my things and went home.

Q—What, if anything, did you do after that to bring a reconciliation?

A—That Christmas I sent him a present; I wrote him several letters, and when I was coming West that Winter I asked him to come down to the station, which he did, and I asked him to come back and that I would do anything to please him, but he said he was happy. After much persuasion we finally registered at the Hotel Alexandria in Los Angeles.

Q—How long after that did you continue to live together?

A—From January until June.

Q—What year?

A—I think 1916.

Q—Now, during that time what was his conduct toward you as compared with past occasions?

A—It continually grew worse.

Q—Referring back now, Mrs. Moore, wherein he said that he was not satisfied with married life, did he repeat these assertions?

A—Yes, constantly, and that it was a great extravagance to have a wife. I always paid for my share of the bills and had always clothed myself.

Q—Now, at the end of that period what happened?

A—He left when he said he had had enough and went to New York.

Q—What, if anything, did you do to bring him back to you again?

A—I followed him on to New York and saw him in this hotel and we made friends again.

Q—Did you induce him to come back to you?

A—Yes, sir.

Q—It was on your persuasion that he did come back to you?

A—Yes, sir.

Q—Then how long did you live together?

A—That was in the Summer, 1916. In 1917, in February, I arranged with the company for a new contract and they gave my husband a contract and I persuaded with him to come west with me.

QUESTION BY THE JUDGE—1917?

ANSWER BY MARY PICKFORD MOORE—No, sir, in the Summer, 1916, and they gave him a contract.

QUESTION BY LAWYER McCARRAN—On your solicitation?

ANSWER BY MARY PICKFORD MOORE—Yes, sir, and on January 1, 1917 I was taken with tonsilitis and was threatened with pneumonia.

Q—Where were you living?

A—At the Algonquin Hotel. And the doctor said I would have to have a change and that I would have to go to a warmer climate. Of course, that was easy. So I told my husband about it and said that he could come with me owing to his contract, but he said he would not and quarreled with me very bitterly and I went West hoping I could persuade him to come, and I asked the management if they could, to send him West. He didn't come and I had two weeks in between pictures and I went to see if I could get him to come out. The first night we were there we met some friends at the theatre and later we returned to the Biltmore Hotel and Mr. Moore left the table and didn't come back until ten o'clock, and returned under the influence of liquor and was very insulting to the guests and mother. Mr. Moore and

(Continued on Page 4)

Summer Travelling Suits

by Lady Duff Gordon

A One-Piece Street Gown Heavily Trimmed With Braid.

A Smart Cape Coat for Travelling.

A New Design for a Three Piece Travelling Costume.

LADY DUFF-GORDON, the famous "Lucile" of London and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon

("LUCILE")

THIS is the time when many are considering travel and travelling costumes.

The travelling costume should be smart and neat and simple. Without all these requisites it fails of the impression of correctness that every travelling suit should give.

On this page are two reproductions of such a travelling suit as I consider essentially correct. They have what I term decorousness. An evening gown may be saucy, a negligee alluring, a street gown dignified, a sports suit positively impertinent. But a travelling suit must be, above all, decorous. If a woman has no other demure apparel in her wardrobe, she should seek it for travel.

The large three-piece right-hand figure displays the detail of a most satisfying garb for a journey, whether by rail or steamship. It is composed of a skirt, a jacket and a cape coat. The skirt is untrimmed save for the rounded panel in front and the rows of buttons. The loose, short jacket is cut away above the belt line. It is held in by a narrow belt of the same cloth. It has a turn-back collar of shadow lace fastened by a flat ribbon bow. Two tiny buckles that fasten the belt are smart touches.

The small middle picture shows the costume completed by its enveloping cloak. The cape coat is long and is gathered upon a belt in the style of a skirt. The back is full and hangs in loose graceful folds from the shoulder. The collar extends to the bust line, where it crosses in surplice effect, joining the graduated belt. The belt ends in long sash ends reaching to the hem. The cape coat is shorter in front and is graduated to six inches greater length at the back. It is lined with satin. The cuffs of the jacket and the collar of the cape coat are faced with satin of the same kind and color. The combination is exceedingly graceful. The Panama hat worn with this is of the same color as the lining and facing and is finished with a brilliant band of ribbon.

On the same page you see a street dress that is chic, despite its extreme simplicity. The lines of the gown are nun-like. The three-quarter sleeves open over cuffs of batiste lattice work. There is rather elaborate trimming of braided designs. Pongee novelty silk is used for the lining. A turban of Panama straw is draped with India silk.

Wide Hats For Midsummer

Also Hats Of Organdy In Pastel Shades And White Hats, A Fashsion Just From Paris

(*New York Times*)

The hat as a part of woman's apparel offers a subject ever fresh and new—that is, at least, from a strictly feminine point of view. When it comes to a mid-season period, then there is nothing like a new hat, or several new hats, for making one's old clothes seem new. The accustomed frock becomes a different thing under the influence of a new line or color of hat. The whole costume, in fact, takes on as though by magic, an entirely new expression and tone.

This time, for the day of midsummer, both for city and country wear, the hats take on something of the color of the season. They are bright in general tone, they are broad and spreading in line, their materials are thin and gauzy in quality and light in weight. Yes, the hats of this Summer season typify the warmer days in a way that is exceptional.

From Paris come two hats and each of them represents a strong tendency of the smarter sort of headgear. Drooping and spreading effects mark the one sketched at the salon of Jeanne Duc. The soft and yielding shape is covered with black faille and the crown is built so that it is easily adjusted to the individual contour of one's coiffure. The trimming includes little dangling streamers of blue and rose ribbons and the feather is made of delicate blue wisps tipped in deep rose.

The little soft hat from Odette shows an interesting combination of rows of panne velvet and horsehair braid sewed over each other and round and round. It is a new conception of a type of hat which cannot be given up by the French, because they love so much its adaptable lines and the softness of the shape that it gains by reason of the close handstitching. In this case the hat is black, and the coque feathers, put on at right angles, are of emerald green.

WHITE HATS IN PARIS

From Paris also comes the information that, just now, little white hats are very much in vogue. As a matter of fact, they are lovely creations for midsummer wear, especially in the city where dark frocks must more or less prevail. The smartest of Frenchwomen wear tiny, little white flower turbans tied on with black chenille dotted veils. The white of these hats makes a vivid contrast with darker clothes and coloring. Usually they are without ornament, or are trimmed in white also.

Milliners here in New York are exhibiting many new white hats and the report is that the sale of these turbans, and even of the larger white hats, has been unusually brisk. Some are trimmed with perky little pompoms of soft furry-looking feathers. Others of them have stiff, white bows jutting jauntily off at one side. Others of them are made entirely of little white roses, and still others are formed of rows of white ribbon sewed together, so that the result is easily pressed into whatever shape the wearer fancies. It must be admitted, however, that these hats of unrelieved whiteness are much more becoming when they are combined with darker colored veils.

Not for midsummer only but generally hats of taffeta and satin and faille seem to be preferred to those of straw. The high cost of straw has had much to do with this condition of affairs, but the fabric hats have proved to be becoming and usable.

HATS OF ORGANDIE

Organdie hats are the most diverse and beautiful. A few seasons ago they popped into the horizon as a possibility and were given more or less passing and amused attention, but now everybody is doing at least one organdie hat. It is a hat to lead women astray and to lure from their pocketbooks much more money than they had planned to let slip away in that direction, for such hats are apt to be so becoming that, in spite of the fact that they are perishable in the extreme, they are irresistible.

In pastel shades and colorings these organise hats have reached their highest development. The violets and pinks and yellows are fascinating. Often they are trimmed with nothing at all, but are so constructed and shaped that their rolling brims and their softly folded crowns take care of the whole duty of a hat. Then there are some which are trimmed with big splashing bows of the same material. Others are done with muted bows to chime in with the frocks which the hats are designed to accompany. One of these organdie hats was made of white and was trimmed with a large and sweeping bow of wide black velvet ribbon across the front. One could picture it worn with the whitest of white dresses made also of the crispy white organdie material. Another organdie hat had a band of purple faille ribbon wound closely about the base of the draped crown of mauve. Another had a basket of fresh and modern posies embroidered on the front of a draped pink organdie crown. They are done in all manners—these transparent hats of Summer—and each one is more charming than the last has been.

Embroidered hats, instead of waning any in point of popularity, seem to be gaining steadily—that is, the well-made hats and the very expensive hats show exquisite patches of hand embroidery and some of them are embroidered over their entire surfaces. There are in New York some people who do bits of hand embroidery that are veritable pieces of art, and this sort of needlework applied to hat making is something which stands no remote possibility of being imitated, no matter how perfectly new machine embroidery may be developed.

ALSO HATS OF RIBBON

Ribbon hats for sports and for town street wear are also numerous. They are made of narrow ribbons and wide ribbons and ribbons cut and shaped into place. A new model is made of ruffled rows of navy blue faille ribbon. It has a rounded crown and a rolling brim, and while no definite shape can be ascribed to it, nevertheless it falls into the mould of the wearer's head with grace and adaptability. These hats are done in all colors, chiefly to match the sweaters or the sport overblouses which are so popular this season. An orange overblouse worn with a skirt of white pleated Japan silk had with it a little orange hat made to match the blouse exactly in tone. On a dark person this combination is effective, and for blondes the colors are changed to match the type.

The dress hats of Summer are nearly always picturesque, and this year they have been developed to the last degree of loveliness. Lace has most certainly taken its place in the millinery of the season, and hat after hat is seen in which in some new way lace is used to advantage. Black laces are the most popular, but no one method of using them has taken a tighter hold than another. Many of the lace hats have edges that droop over spreading brims, showing the pattern of the lace. The most beautiful trimmings for these hats are plumes of paradise, but they are scarce and hard to find and therefore not practicable for more than a very few of the most exquisite of the hats on the market. Ostrich feathers and straight, uncurled ostrich fronds have taken a place in the trimming of the lace hat, and, as a rule, they cluster all about the brim—not too closely, but in patches that permit the quality of the lace to appear.

Flowers, the traditional trimming for hats destined to be worn during the hottest days of the year, are again to the fore for broad brimmed hats. This season fashion has elected to place them in great and luxurious clusters, usually all of the same garden variety. There are a very few combinations of field flowers, but the trimmings are more apt to be all of one color or of varying shades of one color. Lillies of the valley have been picked in great profusion and transplanted on to Summer hats mostly black. Some of the broad brimmed flopping hats made of coarse straw have trimmings of very unusual sorts of flowers—that is, unusual in the millinery gardens. A broad brimmed hat of a rich, dark brown is trimmed with petunias in the most delightful shades of orange shading to deep yellow. A black hat has all shades of red and vermillion and some yellow nasturtiums. Another has only grapes, without any leaves, for its adornment. The hat is a deep mustard color and the trimming consists of sparce clusters of heavy looking grapes in lime color and maroon. The brim droops more than usual into a sort of mushroom shape.

As for the hats of Fall—that next season that inevitably approaches—they are not yet being shown in any appreciable quantity. The word is from circles where much on this subject is known that there will be much color for Fall hats and that they will be made largely of soft Winter fabrics. Duvetyn had reached a great state of popularity during last season and it bids fair to come again into the public view. Some of the advance hat models are a sort of combination of duvetyn and satin or duvetyn and taffeta, the brims being made of the lighter materials and the crushable crowns of the heavier variety of fabric. Some are abundantly embroidered. One of them was made with a black taffeta rolled back brim and a crown of bluish green duvetyn. The brim was then embroidered in large spots of wool in the color of the crown and this was combined with stitches of golden threads, which gave a subdued glitter.

Milliners are begging the women not to be so horribly advanced in their haste to bring on the Winter hats before the old season has passed away. They declare that the wearing of velvet and heavy hats in July and August is absurd and that only hasty women hot after a change in style make it necessary for them to hurry along the styles with such forced eagerness.

The Sport Blouse

BY RITA STUYVESANT

When one combines a smart sport blouse with one of those delightful Summer sport skirts, she will have a most attractive costume. And if she has several pretty blouses to wear with each skirt, she will have a very economical wardrobe that will yet be quite stunning. Georgette, crepe de chine, tricolette, wool jersey, taffeta and soft satin all contribute loveliness to the Summer sport blouse.

A blouse that flaunts its ultra-smartness to an admiring world is cut from orange-colored crepe de chine and chooses black wool French knots for its decoration. It is a hip-length basque model with elbow kimono sleeves and a square neck.

Then there is an over-panel that covers the front and extends into sash ends tieing at the back. The embroidery is scattered gracefully across the front trailing motifs here and there. With a simple skirt of white moonglow, and large sport hat of soft orange straw, what more could a charming brunette desire for Summer days?

Blouses for Spring and Summer know many ways to appear unusual and lovely, but there is a clever little blouse of parrot green tricolette that apparently knows all the ways, so interesting is its detail, and so graceful its lines. It is favored for sports wear as so many of the nicer are this season, and chooses tucks and white brushed wool for decoration.

Of course, it is kimono style with the fashionable short sleeves, tucked three times at the ends. Deep cuffs of brushed white wool finish the sleeves in good style, and the neck in also collared in wool. At the lower part of the blouse there are three deep tucks and these form an attractive border.

With this blouse one wears a skirt of creamy baronet satin and tops the whole by a white duvetyn tam, cut a la Paris.

A Summery little creation that completes a white satin skirt effectively is shown in peach-colored crepe de chine, with trimmings of fine organdy. This blouse allows its tiny sleeves to be set in and then cuffed gauntlet shape with white organdy. At the throat there is a rolling Monk's collar of the crisp white fabric that is cool and refreshing.

The beauty of the Orient is combined in a gorgeous creation of turquoise blue georgette, lavishly embroidered in silver and gold.

This exquisite blouse falls considerably below the hips and is girdled with a slim silver cord. But it is the embroidery with its intricate design that makes this little creation so rare, for there are Spring-time flowers and Oriental motifs mingling so delightfully that one wonders how such a design was inspired.

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TODAY'S TOILET HINTS

INTERESTING SELECTIONS FROM THE WORLD'S SMARTEST BEAUTY ARTICLES—SIMPLE RECIPES MOST EFFECTIVE.

How to Discard an Unsightly Complexion.

"Toilet Club Notes."

How many women exclaim as they behold their ugly complexion in the mirror, "If I could only tear off this old skin!" and, do you know, it is now possible to do that very thing? Not to actually remove the entire skin all of a sudden; that would be too heroic a method and painful, too, I imagine. The worn out cuticle comes off in such tiny particles, and so gradually—requiring about ten days to complete the transformation—it doesn't hurt a bit. Day by day the beautiful complexion underneath comes forth. Marvellous! No matter how muddy, rough, blotchy or aged your complexion, you can surely discard it by this simple process. Just get some ordinary mercolised wax at your chemists, apply nightly like cold cream, washing it off in the morning.

Why Have Grey Hair?

When a simple, old-fashioned and harmless recipe will correct it.

Few people know that grey hair is not a necessary feature of age—that it can be avoided without resorting to hair dyes. A very old, home-made remedy will turn the hair back to a natural color in a few days. It is only necessary to get from the chemist two ounces of concentrate of tammalite and mix it with three ounces of bay rum. Apply this simple lotion to the hair for a few nights with a small sponge and you will soon have the pleasure of seeing the greyness disappear. This recipe is perfectly harmless, is neither sticky nor greasy, and has given perfect satisfaction for many generations to those in possession of the secret.

A Strange Shampoo.

"Cosy Corner Chats."

* * * I was much interested to learn from this young woman with the beautiful glossy hair that she never washes it with soap or artificial shampoo powders. Instead she makes her own shampoo by dissolving a teaspoonful of stallax granules in a cup of hot water. "I make my chemist get the stallax for me," said she. "It comes only in ¼ lb sealed packages, enough to make up twenty-five or thirty individual shampoos, and it smells so good I could almost eat it." Certainly this little lady's hair did look wonderful even if she has strange ideas of a shampoo. I am tempted to try the plan myself.

Blackheads Instantly Go.

The new sparkling face bath treatment gives instant relief.

A very simple, harmless and pleasant process is now used to remove blackheads and correct greasiness and large pores in the skin. You have only to drop a tablet of stymol, obtained from the chemists, into a glass of hot water and bathe the face with the liquid after the effervescence has subsided. The blackheads will then come right off on the towel. The enlarged pores immediately contract to normal and the greasiness disappears, leaving the skin smooth, soft and cool and free from blemish. But to make sure that this desirable result is permanent, it is advisable to repeat the treatment several times at intervals of say about four or five days.

Is Powder Necessary?

"Practical Suggestions."

I say emphatically, No! There is a simple lotion which can be easily and cheaply made at home, and it is at the same time both effective and beneficial to the complexion. Cleminite is a splendid substitute for face powder, which is at the bottom of many complexion troubles. Get about an ounce from the chemists and dissolve in four table-spoonfuls of water. The result is a fine clear liquid, which instantly gives the face, neck or arms that peach-like bloom of perfect health. There is nothing to equal it for greasy skins, and the result lasts all day long under the most trying conditions.

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Just a dab with the finger tips and rub it in when you rise and when you retire, and all fear of sunburn is needless.

Sold Everywhere

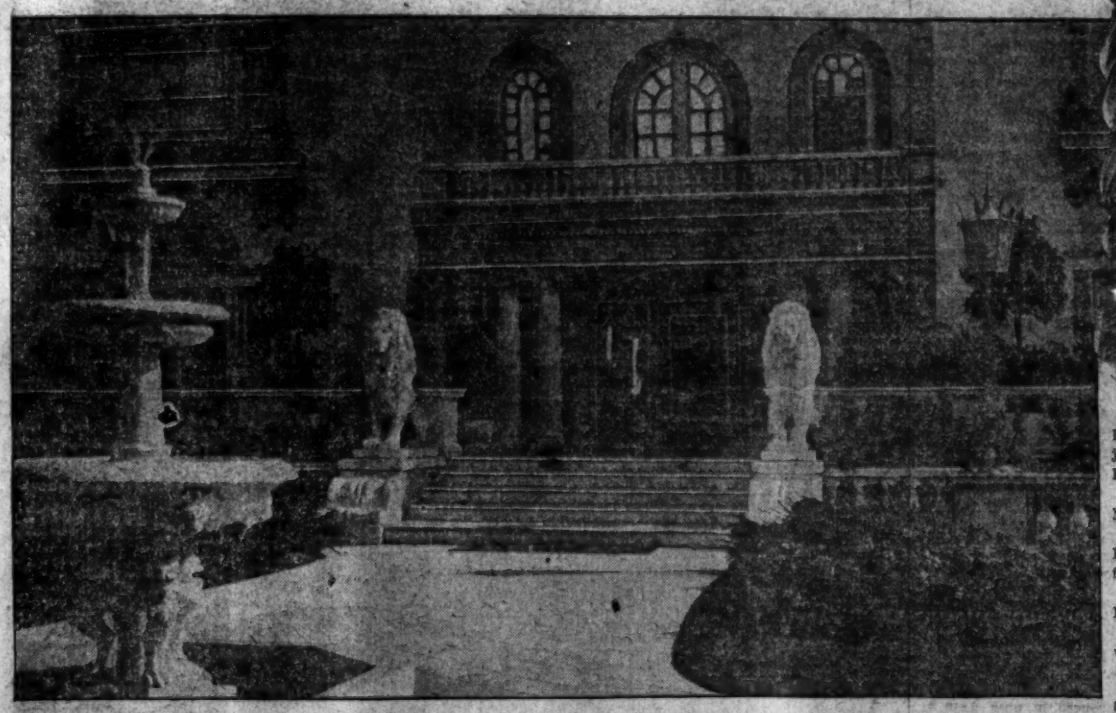
POND'S Vanishing Cream

Mary Pickford's Own Story of Her Divorce

Continued from Page 1

The Ugly Little Court House in Minden, Nevada, Where Mary Pickford Told the Story of Her Matrimonial Misery and Was Given Her Divorce. The Sheriff Is Sitting Cowboy Style on His Horse. In This Same Court the Attorney General of Nevada Has Now Started Proceedings to Revoke the Divorce.

Mary Pickford Moore Fairbanks.



Mary Pickford's Home in Los Angeles, Where She Is Living With Her New Husband, Douglas Fairbanks.

myself went to the desk for our keys and he looked at my mother and said, "Where is she staying?" and I said, "With us," and before five bell boys he said that he didn't wish it, and so the night clerk and the elevator boys all heard him, and I asked him to lower his voice and he said he didn't care about anybody. So he came upstairs and said that I could get my things and go. "No," he said, "I will get my things and go, in fact, the two of you can go to Hell." Finally he came home at daybreak, and we had the two bedrooms, and he retired to the bedroom and locked himself in and went to sleep.

Q—Then when did you see him again after that?

A—Well, he refused to take me to dinner and I couldn't go unescorted downstairs, and he came in and was dressing, and I said "I will be ready in just a minute." "No," he said, "you can stay here." And he went downstairs and left me.

Q—Did he leave you on that occasion for any length of time.

A—No, sir.

Q—Well, when after that did he leave you?

A—Well, just before I returned to Los Angeles, and I told him that I wanted him to come with me.

Q—When was this?

A—In April, 1917. He said that it was a good thing that my business called me west as he was happier without me and that I made him morbid and that I needn't try to come back to him.

Q—Did you talk to him?

A—It was absolutely no use.

Q—Where did you go then?

A—To my work in California.

Q—What did you do in the way of corresponding with him?

A—I wrote him and wired him.

Q—What was the tenor of your letters?

A—Asking him to return.

Q—The fact that he had left you on various occasions, and notwithstanding that fact, you still loved him?

A—Yes.

Q—And your letters were loving?

A—Yes.

Q—And you attempted to induce him to come to you?

A—Yes, sir.

Q—What did you do following that?

A—Nothing.

Q—When, if at all, did you see him after that?

A—A friend of mine told me that he was in the city. This was in the Summer, 1917, and she said that my husband had been there two weeks at the Alexandria, so I called up the Alexandria and he answered the phone and I asked him to come to dinner. I was then living with my mother —and he said he would but he did not come, so finally he did come up to the house and I asked him to stay with us or else I would go to the Alexandria. He said no, and that he was very happy and said that a bachelor's life was fitted for him.

Q—How long did you continue to live together at Beverlyhill?

A—We stayed two weeks. He quarreled with me all of that time, and one morning he came to the room and was packing his things and said he was going back to New York. He said that he wasn't going to stand any of this nonsense any longer. "This is the end." I talked to him all of that morning but he wouldn't listen to me. So he got on the train and left.

Q—Have you done anything since that to induce him to return to you?

A—Yes, I have sent him presents, written to him and telegraphed him.

Q—Has he responded?

A—No, sir.

Q—That was during the early part of the year 1917. He has never acknowledged your presents nor your tokens?

A—No, sir.

Q—And your inducements and protestations of love have failed to bring him back?

A—Yes, sir.

Q—Where do you live?

A—At Genoa, Nevada.

Q—At what place in Genoa?

A—Mr. and Mrs. James Campbell's ranch.

Q—When did you first come here?

A—The 15th day of February.

Q—Have you any other residence?

A—No.

Q—It is your intention to make Nevada your residence?

A—Yes.

Q—State how it was you came there to live.

A—Christmas time I had a nervous breakdown and the doctor said I needed a change of climate and I had heard of this region and the country around Lake Tahoe, and I asked my manager to seek a place for me. He is a friend of Judge McCarran's, a Mr. Bach, and I wanted a little place where I could attend to my work and rest and Judge McCarran did look for a house for me, but upon my arrival I found it was too small.

Q—Do you know whether or not your manager authorized me to purchase a home for you?

A—Yes.

Q—And those negotiations, so far as you know, have not as yet been carried out?

A—No, sir.

Q—Your home and residence, permanent residence, so far as you know at the present time, is at Genoa?

A—Yes, sir.

Q—Have you been out of Douglas County since your arrival?

A—No, sir.

Q—State whether or not it is your intention to make this your permanent residence.

A—It is.

Q—Your mother, is she with you?

A—Yes, sir.

Q—And what is her name?

A—Mrs. Charlotte Smith.

Q—Mrs. Moore, did you by any means know of the coming of your husband into this State?

A—No, sir.

Q—Did you make any arrangements whereby he was to come into this State?

A—No, sir.

Q—When did you first learn that he was in this State?

A—My manager told me Mr. Moore was coming to Nevada to look for a coal mine for one of his pictures.

Q—And did he mention any place that your husband might be going to?

A—Yes, he said something about Virginia City.

QUESTION BY THE JUDGE—Do you know where there are coal mines in Virginia City? You mean gold mines.

ANSWER BY MARY PICKFORD MOORE—Yes, gold mines.

QUESTION BY LAWYER M'CARRAN—What, if anything, did you do on hearing that he might come into this State?

ANSWER BY MARY PICKFORD MOORE—Why, I telephoned you and informed you.

Q—Did you see Mr. Moore?

A—No, sir.

Q—Would you know his signature if you saw it?

A—Yes, sir.

Q—I hand you the original summons issued out of this court, in the case of GLADYS M. MOORE vs. OWEN E. MOORE, and ask you if you find your husband's signature?

A—Yes, sir.

Q—Do you recognize his signature there?

A—Yes, sir.

Q—I hand you an instrument entitled "Power of Attorney," attached to the answer in this action, and ask you if you find your husband's signature on that instrument?

A—Yes, sir.

Q—Is that his signature, OWEN E. MOORE?

A—Yes, sir.

Q—Mrs. Moore, looking back now over all the instances that may have been in your married life, state to the court whether you believe it possible for a reconciliation to be brought about?

A—No, sir.

Q—Mr. Moore, so far as you testified, would remain true to his statement that he wanted to be a bachelor?

A—Yes, sir.

Q—He desired to be free from all restraints and responsibilities?

A—Yes, sir.

Q—During all of your married life you supported yourself?

A—Yes, sir.

LAWYER M'CARRRAN—I think that is all. Does the Court care to question?

QUESTION BY THE JUDGE—Did you have anything to do with the appearance of Mr. Moore in this vicinity?

ANSWER BY MARY PICKFORD MOORE—No, sir!

QUESTION BY LAWYER M'CARRAN—You didn't see your husband and didn't see him in this State?

ANSWER BY MARY PICKFORD MOORE—No, sir.

Q—And your only knowledge was the information that he might come into this State for the purpose of finding a location for the taking of pictures?

A—Yes, sir.

Q—And on being informed that he was coming into the State, you advised your attorney?

A—Yes, sir.

Q—State whether or not you asked me if he did come into the State, whether I could do anything in the way of serving him?

A—Yes, sir.

Q—Well, did you hear of his being in Douglas County?

A—Yes.

Q—Through whom?

A—Through you.

Q—State whether or not it was after that you signed and verified your complaint.

A—Yes.

Q—I want to have you very clear on this. No arrangements were made between yourself and your husband whereby he was to come into this State?

A—No, sir.

CROSS-EXAMINATION BY JUDGE LANGAN.

QUESTION BY JUDGE LANGAN—When last, before the time you came into the State of Nevada, did you see your husband?

ANSWER BY MARY PICKFORD MOORE—I saw him in the studio and spoke to him and walked out.

Q—When was that?

A—When he first came to California, and later on I was sitting in my machine and he passed by and tipped his hat and walked off.

Q—When was it that you determined to stay in Nevada?

A—When the doctor told me that I needed a change.

Q—And when was that?

A—That was at Christmas, about two weeks after.

Q—It was about Christmas time that your physician in California advised you to seek a dry climate?

A—Yes, sir. He said that I should take a rest.

Q—How was it that you determined to come into this State?

A—Well, I had heard around California and from friends in San Francisco about the region around Lake Tahoe, and they said that it had done them a lot of good, so I determined that it would be good for my health and my mother's. Mother has been suffering from rheumatism.

Q—Did you ever at any time inform Mr. Moore, either directly or indirectly, of the fact that you intended to come to this State?

A—No, sir.

Q—Have you ever, directly or indirectly, had any understanding with Mr. Moore that you should come into the State of Nevada, and after being here, that he should come into this State, and that you should institute divorce proceedings and have him served with papers?

A—No, sir.

Q—How and under what circumstances did you make the acquaintance of Mr. and Mrs. Campbell?

A—Through my manager, who is a friend of Judge McCarran's.

Q—And what is the name of your manager?

A—Mr. O'Brien.

Q—You have spoken several times of your company. What is your work?

A—Engaged in motion pictures.

Q—You have been engaged in that work for some time?

A—Yes, sir.

Q—Is it your purpose and intention to remain in the State of Nevada as a resident and particularly in the County of Douglas?

A—Yes, sir.

Q—Is it your purpose to build here?

A—Well, if I can find a place to suit me I will.

Q—Do you recall at this time the date you left California to come into this State?

A—We left California on the 13th day of February.

Q—Did your husband know of your coming at that time?

A—No, sir.

Q—When was it, Mrs. Moore, that you learned through your manager that Mr. Moore was within Douglas County?

A—Well, I heard Saturday.

Q—Last Saturday?

A—Yes.

Q—What date was that?

A—The 28th of February.

Q—Your manager was in this county at that time?

A—Yes, sir.

Q—And he informed you that he was in Douglas County?

A—You see, we work in the same studio and one of the members of his company was going to seek a mining location and communicated that information to my manager.

Q—Do you know as to the whereabouts of Mr. Moore at the present time?

A—No, sir.

Q—And it was on the 28th of February that you learned he was in this county?

A—Yes, sir.

Q—Did you make any efforts to see him?

A—No, sir.

Q—What information did you receive from your manager as to the reason of Mr. Moore being in this section of the country?

A—Of course I have never been to Virginia City, and they said he was looking for a gold mine and that he was seeking a mining location for his next picture and that he was going to Nevada.

Q—Is he manager of the studio, himself?

A—No, sir, just an interest.

Q—Has he any interest in any studio in which you have an interest?

A—No, sir, simply that his company is renting a space in the same company, and he might be there a year without my seeing him.

Q—How long have you been at this work?

A—Eleven years.

Q—You were married in 1911?

A—Yes, sir.

Q—And at that time you were seventeen years of age?

A—Yes, sir.

Q—Your married life has been very unhappy?

A—Very unhappy.

Q—Don't you think there is a possible chance of effecting a reconciliation between yourself and your husband?

A—No, sir.

Q—None whatever?

A—No, sir.

Q—Do you recall at this time when it was that you had your last conversation with Mr. Moore?

A—Yes. He telephoned me and said that he had something very important to see me about.

Q—When was that?

A—More than a year ago. He had then been in Los Angeles for months and I was very happy over it. Our conversation was according to a business deal, and I said that I didn't believe in it.

Q—Was it about a year ago?

A—Over a year ago, and I asked him how he liked living a single life and he said that he was very enthused over it.

Q—And he simply called on you at your home and talked over some business matters?

A—Yes.

Q—Is your mother with you constantly?

A—Yes, sir.

Q—Lives at your home?

A—I live at her house.

QUESTION BY LAWYER M'CARRAN—That last instance that you just referred to, Judge, was it at Los Angeles?

ANSWER BY MARY PICKFORD MOORE—Yes, sir.

QUESTION BY THE JUDGE—Has your husband been in this work for some time?

ANSWER BY MARY PICKFORD MOORE—Yes, sir.

Q—He has been engaged in this work ever since 1911?

A—Yes, sir.

Q—And you have worked together?

A—Yes, off and on.

Q—But not since you have been separated, not since the month of April, 1917?

A—It was around the latter part of the Summer and early Fall.

Q—How long have you been on the coast?

A—Three years off and on.

Q—And you have given up Los Angeles as your residence and your permanent residence is Genoa, Douglas County, Nevada?

A—Until I regain my health, but this will be my home.

Q—Do I understand that you have come into this State in good faith, seeking health and nothing else?

A—Yes, sir.

Q—That you have not come into the State of Nevada for the purpose of instituting divorce proceedings?

A—No, sir.

Q—That is absolutely so?

A—Absolutely so.

BY THE JUDGE—I think I have gone into this question pretty thoroughly. I feel that I should do so in all of these matters in view of the fact that our statute required a six months residence, therefore we should look into these matters thoroughly.

That is all, Mrs. Moore.

Mr. Jepsen, in the case of Gladys M. Moore, plaintiff, vs. Owen E. Moore, defendant, you will at this time enter an order dissolving the bonds of matrimony heretofore and now existing between the plaintiff and the defendant.

An effort was made to obtain an interview with Owen Moore in regard to the testimony his wife gave about their married life, but Mr. Moore declined to make any statement, denial or comment.

The Attorney-General of Nevada has begun a suit in Minden to set aside and annul Mary Pickford's divorce. In a 7-000-word affidavit he asserts that Mary Pickford in her testimony imposed upon Judge Langan and was guilty of collusion, conspiracy, fraud and false testimony. This will be printed in full on this page next Sunday.

(Continued Next Sunday.)

A School Of Real Progress

By Dr. Wm. A. McKeever

In the City of Wichita I have ecently visited a junior high hool of 600 members, which ems to rank very close to 100 rcent—a school in which all e pupils study, play, work, ng, yell, laugh and hike toge- er. And it is this altogether- ed which I especially desire re to commend to the country.

First of all, be it known that e junior high school plan is the ost significant scheme of odern conception for keeping olescents interested in the hool and holding them there r higher progress. By such eans the high school spirit and e high school fellowship reach wn, as it were, and claim the ffections of the young at the me when they are perhaps most clined to quit for a so-called tter job.

What yelling, what singing, hat enthusiasm at the morning sembly! After a brief interval reverence the fun began. I as asked to address the happy u and began by asking for eir yell. With a vim that ttled the windows they gave x specimens of yells fitted to ch of the half-year classes and rew in a perfect thunderbolt of general school yell for good easure.

But what was the special signi- cance of all this noise? you ask. y reply is that it bound the hool together in team work, in ommon fellowship, in good will ward the teachers who en- uraged it, and in a purpose to ay with the course and do ithful service.

One of the teachers present nsidered this assembly fun and am amusement as part of a fty-fifty program. "We agree at the boys and girls shall have is half hour of hilarity once per week, and they agree in turn to do honest classroom work and be worthy of the pleasure," said he.

Now, I have visited hundreds of high schools during recent years and, I have learned to evaluate the general grade of class work more accurately through a test of the character and management of the assembly exercises than by any other means. It is my conclusion that no regular subject of recitation approaches in educational value the well directed morning mass meeting of the students.

Here is the occasion where the teachers may explain and by indirection, justify many of the ideals of the lesson text. It is here that the instructor may get "in bad" or "in good" with the pupils and so lose or gain the hold on their affections which every successful teacher must have.

It is here that the lessons of the text—naturally uninteresting when taught as ends in themselves—can and should the directly connected with the living world about and beyond the school.

Now the last statement above admirably characterised the charming Wichita "Junior Hi"—pupil interested, happy, loyal to the school pledged to do some work, trying to keep up with his classes. And, my contention is that the happy management of the assembly period is the chief source of the school's progress and charm.

The faculty wisely begins with the idea that the school must first be made a place of pleasure, innocent amusement and happy sociability. Then, as to faithful study and goad class room work—the pupils are naturally glad to contribute that for good measure.

Making Most Of The Final Year

BY WINIFRED BLACK

Out in Colorado there's a hale, hearty old man who has just built a perfectly wonderful tombstone—for himself.

He's bought his grave and had a tree planted where the head of the grave is going to be. His monument is all carved and ready, with a nice, broad space for the date of his death—and the man is perfectly delighted with his grave, with the tree at the head of it, with his monument and the inscription on it—and with himself.

"When I die," says the old man, "I know everything will be all right—and that's such a blessing."

This man is seventy-eight years old—strong and well, hale and hearty.

In Manchester, N. H., lives a man ninety-four years old.

This man's name is Parsons, and he is a doctor; he has a big practice, goes on his rounds every morning and never misses a patient.

During the "flu" epidemic he was the busiest man in Manchester, and never does a sunny, pleasant day go by without a horseback ride for Dr. Parsons.

Ask him when he's going to retire? Not if you value your peace of mind!

You'll get a piece of his if you do.

He's busy, happy, interested in everybody and everything—except his grave and what kind of monument he's going to have.

Which man would you rather be?

TWO OLD LADIES

I know an old lady who wears a lilac silk dressing gown and a white woolly shawl.

She sits in the corner, and reads her Bible, and every time it rains she says something about how she will feel when she's buried and the rain falls upon her grave. She's always talking about death and tombs and funerals, and then she wonders why nobody ever comes to see her, and says that she's neglected by her relatives.

I know another old lady who bakes cakes for a living. She's seventy-four, and her cheeks are as red as a Winter apple. Her eyes are not so bright as they were, probably fifty years ago, but, dear me, to hear her stepping around in her little kitchen bright and early every morning, you'd never dream she was a day over twenty.

She has about thirty customers. Every week she bakes a chocolate layer cake for Mrs. Smith and a cocoanut layer cake for Mrs. Brown, and an angel cake for Mrs. Robinson, and an old-fashioned, one-two-three-four cake with plenty of frosting for Mrs. Jones, and she knows just exactly what each customer likes, and once in a while she slips into the package three or four caraway seed cookies or old-fashioned ginger snaps. And loves her work. And she loves her customers.

When there's a christening or a wedding at any of her "homes"—she always calls them hers—she bakes extra cakes and has a glorious time making them extra good, and she's so busy and so interested and so full of plans for this afternoon and for tomorrow and for next week, that I don't believe she ever has a minute to think about graves or tombs at all.

Which old lady would you rather be?

One's rich and the other is poor. One was a beauty in her youth, and the other was never anything but wholesome and cheerful to see.

One is well educated and has a high social position of a sort—the other went to a little red schoolhouse on the hill and learned to read and write, and add and subtract and that's about all.

WISDOM OF HEARTS

But, oh, the little cake baker has a fine education in the wisdom of her heart, and she can sing, too, in a little cheerful voice that cracks once in a while when she takes a note that's a little too high, and she does sing, like a red-cheeked little robin, and the world is better and happier and more cheerful every time that little woman goes out into the kitchen and begins to cream butter and sugar together and beat up a cake that will taste like real cake and not like something made out of sawdust and paraffine.

"I know everything will be all right when I die," says the old man who has built himself his monument. Over and over he says it—I wonder if he never thinks how much more fun it would be to be sure that everything is all right while he's alive.

What a fuss we do make about death, anyway! What is it but the closing of one door and the opening of another? What disposition are we going to take with us into the world behind that other door but the one we have cultivated so carefully all the time we were here?

Captive Flowers From Every Clime

are set before you, prepared by men whose life-work it has been to imprison the elusive odors of creation's sweetest flowers, lest they should waste their fragrance in obscurity.

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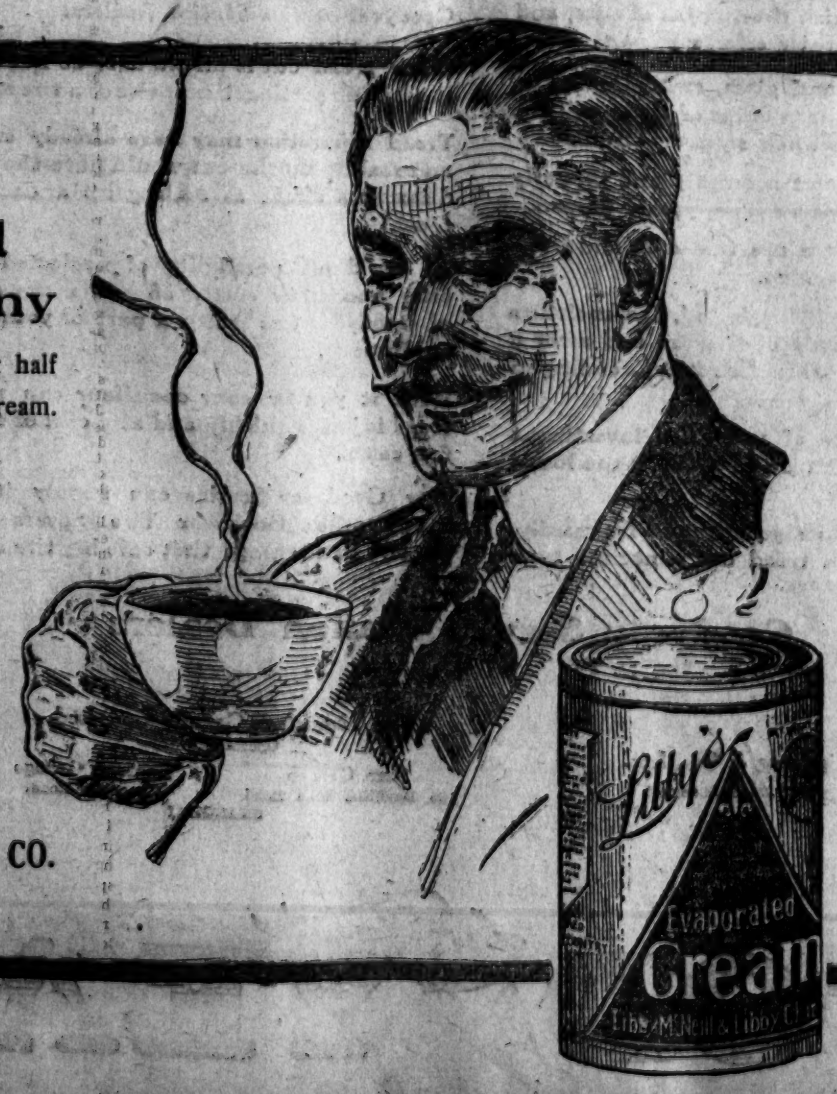

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AUTOMOBILES

SHANGHAI, SUNDAY, JULY 4, 1920

Two Star Motorists Of Bubbling Well

Leo And Max Friedman Of The Star Garage

Mr. Leo Friedman, who will return to Shanghai this week, has just successfully completed important business for his firm—the Shanghai Garage Co., Ltd., which owns and operates the Star and Eastern Garages. Mr. Max Friedman is leaving on a business trip by the Empress of Russia on Tuesday: he will be back in Shanghai in October.

They Called Him Dub But Found He Was 'Ace'

New York, May 25.—A closed car was being driven along Broadway. Following it was an open car in which were two men. The leading car was being operated between intersections at a speed of about 22 miles an hour. Traffic was dense and at every instance the driver gave the proper signal.

"It's a wonder those guys wouldn't learn how to drive before practicing on Broadway," one of the pair remarked.

"I'll bet that's some old man driving that car who'd die of heart failure if he went thirty miles an hour," the other added.

Sounding the horn frantically when opportunity presented, the driver of the second car speeded up and passed the lone occupant of the enclosed car. He turned to kill him with a look and was almost dumfounded when he saw the driver was a beardless youth, chewing gum and apparently unexcited by all the commotion.

"Well, what do you think of a kid who drives like that? Wonder who he is?" one of them said.

And this is who the man at the wheel of the sedan was, Tommy Milton. Yes, Tommy Milton himself; the man who qualified for the speedway race at 114.79 miles an hour; the man who was last year's road race champion and the man who set new records for the various distances up to 3,000 miles. And the driver of the other car thought of him as a dub.

Milton owns and drives as his private car a Franklin sedan. He says it has plenty of power and speed for all his requirements.

CARBURETOR COUGHS

Coughing in the carburetor followed by sharp explosions in the muffler indicates a wrong adjustment of the auxiliary air valve. On the other hand, coughing followed by a choking down and stopping of the motor, indicates that there is water in the gasoline.

HOW TIRE CHAINS MAY BE PUT ON

B. F. Goodrich Company Tells In Bulletin—Be Sure To Have Loose

How do you apply your tire chains?

This question is perhaps more important now than ever before in history, says the B. F. Goodrich Rubber Company, in a bulletin received here.

Bumping along in dirt and ruts and pounding against the pavement with chain-equipped tires is a necessity from a safety and traction standpoint, but you can quickly ruin a good set of tires by improper application of choins. Thousands of tires will be unduly punished this winter because of carelessness.

Chains should be left loose enough so that every time the wheel turns the cross chains will not strike the same spot in the tire. The rigid, tight adjustment tears chunks of rubber from the tire tread. The loose application distributes the chains' blows over a section of the tire and does not confine them to one spot.

It is a question of wearing o either your tires or the steel your chains. Loose chains w out the steel; tight chains destr the tire.

TRIUMPH

TRAVEL worries are not for the owner of a Triumph Motor Cycle. These famous machines cut riding expenses to a minimum at the same time affording the rider the benefits of a healthy pastime.

Triumph Pedal Cycles are also noted for their many exclusive features.

CYCLE OR MOTOR CATALOGUE FREE.

TRIUMPH CYCLE CO., LTD.,
COVENTRY.

Sole Agents for Northern China
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Engineering Association Ltd., Shanghai.

TESTING OF GEAR IS DELICATE WORK

Careful Tests Applied Before They Are Put Into Cars At The Maxwell Factory

The comparison of a motor car to the delicate mechanism of a fine watch is nothing new, it is true. Nearly all automobile salesmen and automobile advertising men have it filed in the archives of their "talking points" for quick reference. However, the following interesting description of the inspection of gears in the Maxwell factory leads one to believe that the comparison is not entirely amiss.

A Maxwell distributor tells the story.

"The inspection of gears is perhaps the most important part of the work in the machine shop. Gauges from Switzerland are used for this purpose. The tool and inspection departments set these instruments to the desired point and then seal them with wax so that nothing can change or disturb them.

"If the gears pass this inspection and there is still any question as to their accuracy they are taken to the "silent room" for final inspection.

"The "silent room" as its name implies, is built of heavy timber lined with heavy felt and paper so that all sound is excluded. The gears are set on bevel-gear test machines meshed with a master pinion and the power is applied.

"A 20-ton brake is applied so that the greatest possible strain is placed on the gears during the test."

NO LONGER A WORRY

In the early days of automobiles, tires were the source of more annoyance than defects in mechanism. Sunday supplements and magazines were full of cartoons showing the humorous side of automobiling—the tires always being the source of trouble. Now the pneumatics have caught up and surpassed mechanical excellence. A few years ago no motorist would have had the temerity to start on a 4,000-mile trip, including 500 miles of blistering desert, with only one spare as utility to a set that had already delivered 7,000 miles. This is just what Ralph H. Schaffer of Tacoma, Washington, did recently when he drove from Tacoma to Salt Lake City and Los Angeles, returning by way of San Francisco. His Goodyear cord tires carried him through hot desert sand and over rough roads in the Sierra and Cascade mountains without any trouble. Such performances graphically illustrate the confidence of motorists in these tires and the reliability characteristic of present-day pneumatics, as well as stimulating long distance tours.

RELATIVE EFFICIENCY

In considering the installation of motor trucks it is sometimes found that because of excessive grades or for some reason the vehicles will be able to carry full loads all the time. In other words, the trucks will be only relatively efficient. On the other hand, in spite of this short loading, the speed of the trucks and other factors may and probably will make them more efficient than horse-drawn vehicles.

Valuable Data Is Filed In The War Department

Somewhere in Washington is reposing a mass of data that would be of inestimable value to both truck and passenger car manufacturers. It tells the technical story of how seventy-one pieces of motor equipment, made up of trucks and light cars and motorcycles, traversed the continent along the Lincoln Highway from Washington to San Francisco, according to the local Dodge distributor.

The entire trip was unique in that it was conducted by the Motor Transport Corps of the war department; was made up of army equipment entirely; was conducted under army regulations and discipline and was the most carefully checked trip ever attempted. Also it was the longest jaunt ever made in military formation having covered 3,300 miles as against 900 miles for the trip nearest approaching it in distance.

HOW CARS STOOD IT

When the complete reports of this trip are released they will tell how the ten varieties of trucks stood up mechanically, the slight faults of each, tire wear and tear and also will contain a particular account of the records of the Dodge Brothers' touring cars and business cars, provided for the train commanders and company offices.

To fully appreciate the test to which the cars were put on this trip one must realise that every conceivable condition of roads was encountered. There were the hard-surfaced highways of the East, the mud of Ohio and Indiana, the gumbo in Iowa, the sand of Western Nebraska, the bottomless alkali trails of the Utah and Nevada deserts and the unbelievable grades of the Rockies and Sierra. Even one small stretch of corduroy road was crossed.

LOTS OF TROUBLE

To say that the convoy experienced no trouble would be assinine. It did. It met trouble of some sort or other in nearly every state, but this only made its record the more enviable and gave the entire project greater merit. The War Department wanted a motor test and it got it. There would be days when the two-mile column would rumble along in perfect formation, stopping only for noon mess or to re-space the cars.

Then there were other days when 200 sweating men would be straining on a cable, literally lifting one of the huge trucks out of the mud or alkali. There were days, too, when the schedule would be forgotten while the immense cars, chained together until they resembled an elephant train, with trunk wound around tail, would lumber and wallow slowly through sand. These were the days when the sixty or seventy-mile schedule was cut to fifteen or twenty.

To a man familiar with automobiles it was a most interesting and instructive sight to see ten or fifteen trucks axle deep in mud or sand. It gave him the correct insight into the actual working ability of the trucks.

VISITED ALL PARTS

The convey would be grumbling and thumping amiably along with every one at peace with the world, when suddenly the truck master's whistle would halt it. From their positions at the rear of their companies the commanders would dash out to the side of the road in their Dodge Brothers' touring cars speed along the lines until the trouble was located and remedied and then return to their place. These sturdy cars made it possible for the company commanders to visit all parts of their column at all times except when the trails in the mountains were too narrow to permit passage. The actual necessity of a light but powerful and reliable car for officers was demonstrated time and time again when, in the desert or in the gumbo or sand, the Dodge Brothers' cars pulled out of the line and around trucks that were hopelessly stuck on the road, carrying the officers to the seat of trouble. They did this repeatedly.

Perhaps some day these reports will be released and take their place with other facts of important automotive history. When they do they will show the light car triumphant, both from the standpoint of performance, maintenance and general utility.

cars, speed along the lines until

PNEUMATICS ON TRUCKS, IS PLAN

Goodyear Representative In Prediction That Year Will See Advance

"The pneumatic tired truck faces its biggest year in 1920 as the most practical power vehicle for all lines of industry," says H. C. Steiner, factory representative of the Goodyear Tire & Rubber Co.

"Millions of dollars are to be spent building thousands of miles of new road next year" he says, "and this activity recalls to mind the pioneering work done by the Goodyear for the motor truck industry as far back as 1907 when few people believed that a pneumatic tire would ever be perfected for heavy trucking duty.

"The company persisted in its experiments when many others gave up the work as impractical. Success crowned its efforts in 1917 when the cord tire was brought out. It was a year of the war and the company tried out the first cords on the Akron to Boston motor transport line.

"The trucks on this unique line have since become famous the country over. Two of them were sent on a transcontinental trip to the Pacific coast when thousands gazed with wonder on the huge pneumatic tires. Other trucks of this line are now giving demonstrations in all parts of the country.

"Perfection of these cord tires within the short space of three years has given wonderful stimulus to the motor truck business and their sturdiness to stand wear and abuse was recently brought to light when a large oil company testified that one tire delivered 60,000 miles. Other testimonials show these tires delivered 45,000 miles and more, under the most adverse circumstances.

Gaining 4,000 Miles by Caring for Thread Cuts

On a large car, the right-rear tire had run only 2,000 miles by May. Then a small tread cut was noticed. The owner had his chauffeur repair it. The tire is still in service after having already served for 8,000 miles. If the tread cut had been neglected, 4,000 miles would have been the utmost of mileage for the injured tire. Timely care meant a clear gain of 4,000 miles. Ask your Goodyear Service Station Dealer for Lesson 2 of the Goodyear Conservation Course—telling how to care for tread cuts.

The Goodyear Tire & Rubber Company

Not even the Goodyear All-Weather tread can absolutely protect tires from tread cuts and their costly consequences.

The toughness of its thick studs can do no more than diminish the number of cuts, and delay materially their effects.

Scraps of metal and glass, switch-points in car tracks, and sharp chips of stone will cut the best of treads when squarely struck.

If such cuts are not promptly and properly repaired, they enlarge rapidly, and deepen.

Sand and moisture are forced in and tread separation soon begins.

If the injury is still neglected, the moisture penetrates the body of the tire and after a few months, causes fabric rotting, ending in a blowout.

Proper protection of your tire investment demands that you do away with the losses due to tread cuts.

Inspect your tires regularly and frequently. As soon as a fresh tread cut is noticed have it repaired, or repair it yourself as directed in Lesson 2 of the Goodyear Conservation Course.

You can get this and other lessons from Goodyear Service Station Dealers.

If the tread cut is an old one, do not repair it without getting the advice of a tire expert.

Tread separation may have already set in, and sealing up the cut would have the same disastrous effect as sealing up a decaying tooth.

To avoid all possibility of neglected tread cuts and their costly effects, make a can of Goodyear tire putty a part of your car's equipment.

With it you or your chauffeur can repair tread injuries quickly and at a cost of only a few cents.

Any Goodyear Service can supply it and many other Goodyear Tire Savers—inexpensive little things that save big tire bills.

Goodyear Service Station Dealers

H. S. Honigsberg & Co., Inc.
40 Bubbling Well Road, Shanghai

The Shanghai Garage Co., Ltd.
Operating
Star Garage, 125 Bubbling Well Road
Eastern Garage, 4 Soochow Road.
SHANGHAI

GOODYEAR

Ford
THE UNIVERSAL CAR

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FORD

America's Car

Fifty-two per cent. of the cars sold in the United States are Ford Cars. Although there are over two hundred manufacturers of motor cars in the United States, the Ford factory produces more than one-half the aggregate output.

There Must Be A Reason!

R A Hutchinson
Sales Manager

SOLE AGENTS

HUDFORD GARAGE

DODGE & SEYMOUR (China), LTD. (Owners)
Phone Central 322 for Demonstration

Ford
THE UNIVERSAL CAR

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THE UNIVERSAL CAR

BUILDING AUTOS NOT EASY WORK

Many Distinct Operations In Business Make Manufacture Intricate Task

The production of the modern motor car involves a great many separate and distinct operations and departments which must be co-ordinated to the end that quantity and quality be held uniform and up to the highest standard.

"The inception of production lies in determining, from market indications and sales reports, the quantity that will be absorbed in the succeeding 12 months. That this quantity is large may readily be understood from the fact that the amount will exceed one hundred thousand Maxwell cars this year," point out Maxwell distributors.

"To maintain this tremendous pace and actually produce this quantity of cars in the face of industrial disturbances such as have recently confronted the country has taxed the skill, knowledge, and ability of every organisation to the utmost. Adverse conditions are being successfully met and obstacles overcome every day, which absolutely assures the prospective customer the delivery of his car as promised, without substitution of inferior materials or methods, and with the knowledge that the organisation is fully capable of carrying out its part of increased production so vitally necessary to the prompt restoration of our country's capacity to supply our own needs and our share of the needs of the world.

KNOWLEDGE NEEDED

"The purchasing and procuring of the necessary materials, and the delivery of these to the various plants call for a very high order of knowledge, not only of the raw materials market, but the ability to select such sources as will assure an even flow of materials of uniform quality to stockrooms. A highly specialised organisation only can obtain the necessary result. A large number of men are maintained in the field at points of origin of these materials, to see that the flow is even and uninterrupted.

"The selection of satisfactory materials and sources of supply does not comprehend all problems of procurement, as a capable traffic department, properly functioning and co-operating with other departments, is necessary to overcome transportation difficulties arising out of shortage of equipment and other transportation problems.

ROUTED TO PLANTS

"The manufacturing department must take the material after its procurement and route it through the plants over the various operations of cutting, turning, milling, heat treating, grinding, testing, painting, trimming and polishing until it arrives in sets on the automobile lines, where the carefully trained artisans bring all the individual pieces together to form a living, moving vehicle, with all of the built in qualities of beauty, strength, power and endurance.

"The employment department also is responsible for careful selection of the men who build the cars and their integrity, loyalty and ability must be of a very high order to fit them for participation in the creation of this produce.

"Throughout all processes, from the receipt of the raw materials up to the time the finished car is loaded into the freight car for delivery to its new owner, the inspection department keeps constant watch of all materials, men and methods, carefully and conscientiously checking and sorting. The members of the staff of the inspection department are, in effect, personal representatives of customers in the company's plants as they are concerned only with the duty of assuring to the customer a product which will give satisfaction and contentment in its ownership. All cars and trucks must pass certain standardised tests, both on the synamometers and on the road."

Improper Driving Means Improper Mileage Of Tires

"Proper treatment of tires involves practically the whole secret of driving an automobile properly," says the local distributer of Fedral Tires here.

"Quick starts or stops, the habit of jumping on 'er' every few minutes and other like abuses, not only mean the racking and straining of the car, higher maintenance and operating costs, including gasoline expense, but it means greater tire extravagance.

"Experienced and careful drivers control the speed of the car more by the proper use of the throttle than by the harsh use of foot or emergency brakes. Wheels, locked and sliding along a street by harsh brake usage, subject tires to not only terrific wear, but to undue strain. And cases have been known where the tread and carcass of the tire have been separated by such harsh treatment.

"Slow your car down gradually, using the throttle instead of the brake. Careful, experienced drivers never lock their wheels except in an emergency. That's why they are able to pile up such large mileage records."

Briscoe In Favor At Boston Show

The *Motor World* for March 18 contained the following interesting comment on the Boston Show:

"As harbingers of spring the first robin and the automobile show are rivals in this hub of all New England. The Boston show is an institution. The Bostonian goes as a matter of duty as well as enjoyment. And the non-Bostonian finds in it an excuse to break the wintry bonds that have held him for months in his home town. Retailers flock to the city to replenish stocks—and see the show. Hotel men make the trip to buy equipment and supplies for the summer—and see the show. New Englanders generally, who still retain the 'visiting' habit, troop in to the homes of city relatives—and see the show.

"And New Englanders buy at the show. This is particularly true of the out-of-town people, whose intention to be among those present in as great force as in former years is shown by the hotel bookings. Tonight in person, by letter and by phone, people were fairly begging for accommodations for next week, which were not to be had, in the several big hostelries and in those less pretentious, yet no less dignified houses where they have hassocks under the dining tables—and the orchestras never heard of jazz.

"The show, on which Manager Chester I. Campbell estimates $75,000 was spent before the doors were opened, has a decorative effect in keeping with Boston show traditions. The decorator—Ernest W. Campbell—brought the idea of the grand Hall's dress—apple blossoms against a background of rolling hills—from the Annapolis Valley. After all that trouble it had to be good. It is. Exposition Hall, done in Oriental style, introduces the visitor to the show, and its wealth of limousines and sedans almost makes one pity the Sultans of old, who, with all their splendor, knew of serial numbers only as applied to wives.

"In Mechanics Hall are brilliant examples of merchandising dress, several of them replicas of former years. Most of the exhibits have good show atmosphere and a few are using the 'home' effects—rugs, chairs, a table and lamp or two, and bowers—which inevitably draw praise and prospects and open pocketbooks. There is some crowding by exhibitors who seem to think more of showing all their models than staging a creditable exhibit. In the balconies this is not always avoidable, but on the main floors the offenders are without real excuse for failing to respond to the management's encouragement of roomy, open-at-the-front exhibits.'

The Briscoe exhibit at booth 137 presided over by Wm. F. Aldrich and Amos J. Shorey, Briscoe distributors for New England, was attractively decorated in keeping with the general scheme. Keen interest in the 1920 Briscoe was shown by both casual visitor and prospective buyer. A large number of actual orders were booked for delivery as soon as the factory could make delivery.

FIRESTONE PLANS RUBBER PLANT

Akron Company Soon To Send Machinery To Banks Of Kalang River

American machinery destined for a million-dollar plant on the banks of the Kalang river, in the Far East, and now on its way out here, is expected to be instrumental in large part in the saving of hundreds of thousands of dollars annually for the Firestone Tire & Rubber Company, Arkon, Ohio, in the production of rubber tires.

Besides eliminating lost motion in the handling of the rubber after it comes from the plantations, the new Firestone plant, which will be on the outskirts of Singapore, Straits Settlements—the crude rubber center of the world—will condition the rubber and compress it in such manner that it will require less space in the holds of ships, a substantial saving in freight costs thereby being effected.

According to S. G. Carkhuff, secretary of the company, who returned to the United States recently after six months spent in the Far East, the plant will requisition the productive efforts of 100,000 persons throughout the year in meeting the company's crude rubber requirements, and will be the only one of its kind owned and operated by a rubber tire company.

It will be operated by a subsidiary company which has been organised for the purpose.

INSERTING PISTON RINGS

Piston rings seldom break, but when one does it is not difficult to insert a new ring if the job is tackled in the right way. Remove the connecting rod cap and pull the piston rod out from below. The rings may be slipped on or off the piston by inserting thin strips of sheet metal under them to prevent their dropping into the grooves until they are in their proper places. Pieces of old hacksaw blades are good for this purpose.

AIR-COOLED CAR REAL ROMANCE

Franklin Has Featured That Type Of Motor In Its Autos For Years

One of the romances of the automobile industry is the development of the air-cooled motor. Thousands of men all over the world have been trying for many years to eliminate weight in the motor car. They have also been trying to design a motor that has full efficiency when cool or nearly cool.

FRANKLIN IS PIONEER

The Pioneer in the air-cooled motor-building field is the Franklin, which has featured an air cooled motor in its cars for years. This motor which does not reach its highest efficiency until heated to a temperature of 350 degrees Fahrenheit, is air-cooled and the six cylinders are cast separately.

A large fan at the under side of the motor in the rear draws 2,200 cubic feet of air past the vanes which surround the cylinders of the motor. These vanes are merely air spaces and surround the motor, allowing a free circulation of air around the cylinders. As the cylinders heat the air rushes past them and cools them and the hot air is forced downward and out under the car, so that the floor boards never get hot.

NO VALVE GRINDING

Operating at high temperature, the formation of carbon in the cylinders is reduced to a minimum and many Franklin cars run 15,000 to 18,000 miles without having the carbon scraped from the cylinders or the valves ground.

By eliminating the water cooling system and consequent weight, Franklin has been enabled to cut out much unnecessary weight in other parts of the car. The use of a wood frame also eliminates a great deal of weight.

The motor is of the overhead valve type, with the spark plugs in top of the cylinders. Each cylinder is cast separately and is a complete unit in itself, although the whole six are so co-ordinated as to act together perfectly.

Steep Grade Is Named 'Maxwell'

How a Maxwell stock touring car climbed one of the toughest hills on the Pacific coast thereby defeating a well-known rival whose list price is $500 more than the Maxwell and how the name of the hill was changed to Maxwell, to commemorate the event, is the interesting story told by Gus Bland, traveling Maxwell service man, located at San Diego, California.

O. K. Parker, advertising manager of the Harold L. Arnold Co., Maxwell distributor at Los Angeles, recently journeyed to San Diego in search of publicity material. The car he drove was not a Maxwell. He decided to upset some long standing dope by attempting to climb the hill in question on low gear, a stunt which has not been accomplished in the last five years.

"After failing with this car and incidentally damaging the clutch," Bland's account runs, "they came back, got another car of the same make, and met with practically the same result. They then tried a Maxwell and put her over.

"It happened at an opportune moment and has created a great deal of rivalry between the Maxwell salesmen and the salesmen for other cars.

"A large sign is to be placed at the foot of this hill which is now to be called Maxwell Hill, with the words, 'Can you climb it?'"

When one looks for the reasons why the Hupmobile is so generally regarded as an exceptional value, he quickly discovers that beauty of design is one of the foremost. The Hupmobile is always spoken of as being an unusually handsome car.

BRIEF SPECIFICATIONS

Body Types—Five-seater touring car, two-seater roadster.
Wheelbase—112 inches, (2.84 m).
Cylinders—Four, cast en-bloc, removable head 3¼" bore x 5½" stroke, 83 x 140 mm.
Starting and Lighting—Electric—two unit system.
Ignition—High tension magneto.
Electric—two unit system.
Fuel System—Vacuum feed.
Lubrication—Pressure system with pump.
Clutch—Dry disc type—7 plates.
Tyres—815 x 105 mm. clincher or 32" x 4" straight side. Demountable rims.
Wheels—Wooden (Artillery type).
Color—Blue or gray body.

The Shanghai Garage Co., Ltd.
125 Bubbling Well Road

Owning & Operating
Eastern Garage
4 Soochow Road, Shanghai.

Owning & Operating
Star Garage
125 Bubbling Well Rd., Shanghai.

Hupmobile

INSURE your MOTOR CAR

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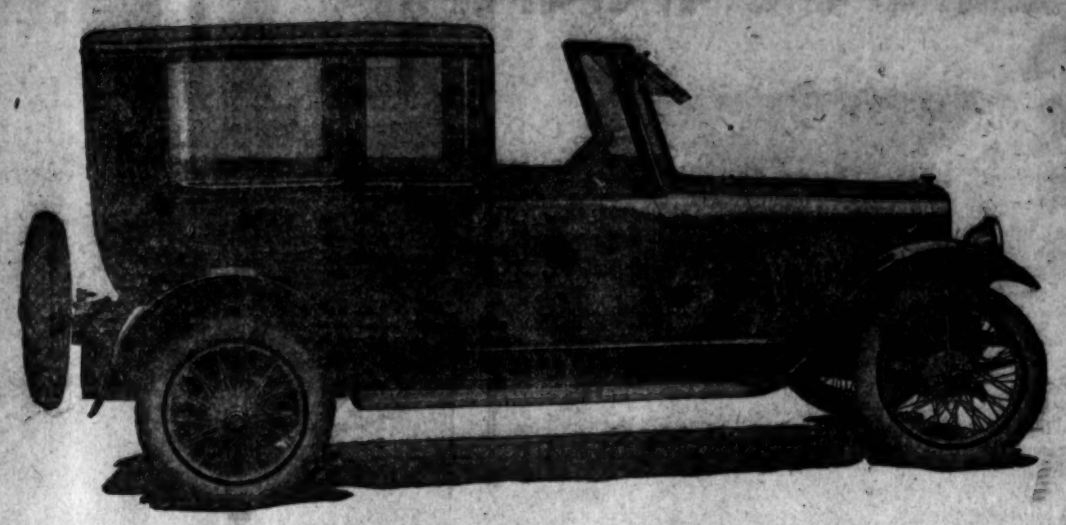
LIBERAL CONDITIONS AND MODERATE RATES

PAIGE
The Most Beautiful Car in America



The Town Car 6.55 7-passenger

Paige cars are built without compromise. They have never carried a fictitious price. Put your full trust in them.

Whether you choose the New Series, Glenbrook five passenger, *Town Car seven passenger*, or the New Series Limousine seven passenger model, you ride straight to the goal of quality.

These cars represent the fruit of ten years of manufacturing experience—a decade of steadfast effort to give the greatest possible value for the money.

1920 models now in Stock

6.42 Glenbrook 5-passenger
6.55 Town Car 7-passenger
6.55 Limousine 7-passenger

For Demonstration and Particulars Apply to :—

Exclusive Agents.

DONG CHONG BICYCLE COMPANY

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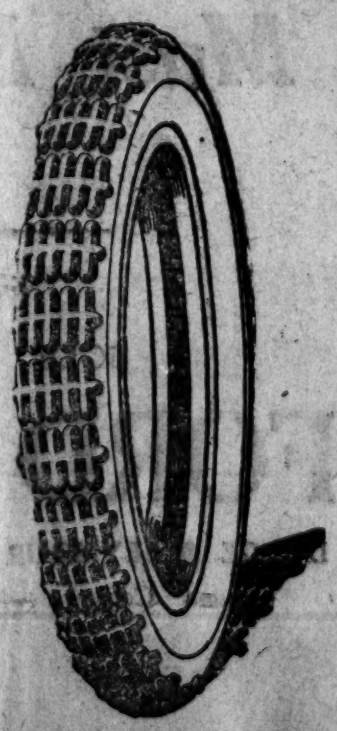
A NEW SHIPMENT OF

GOODRICH TIRES



Has Just Arrived from the U. S. A.

We now have an enormous stock of a complete range of sizes (Inch and Millimeter), and can execute orders for any number of tires

GOODRICH SILVERTOWN CORD—GOODRICH SAFETY TREAD—GOODRICH RED INNER TUBE

"Best in the Long Run"

SOLE AGENTS FOR CHINA

FURUKAWA & CO., LTD.

1B, Jinkee Road TIRE DEPARTMENT Tel. Central 4932

BIG CALL FOR COTTON IN TIRE INDUSTRY

Nearly Four Percent Of Entire Output Is To Be Used For Motor 'Shoes'

Nearly four percent of the world's cotton production for 1920 will be used in the manufacture of pneumatic automobile tires—a total consumption of approximately 400,000 bales.

The 1920 production of tires in the United States should approximate 40,000,000 to equip nearly 1,500,000 new cars, and to maintain about 7,000,000 now in operation.

These figures are given by E. H. Barthwell, Manager of the cotton and fabric division of The Goodyear Tire and Rubber Company. He estimates that the only bar to further expansion of the pneumatic tire industry might possibly be the limit to fabrication capacity of yarn and cotton mills.

Many motorists wonder how much cotton goes into the manufacture of pneumatics. Tires now contain an average of four pounds—an increase of one due to the increasing number of pneumatic lorry tires, which require more cotton because of their size. Much of the cotton used is Egyptian or Peruvian. The larger companies will make more than half the year's output, the remainder will be divided among more than 230 smaller concerns. In 1919 Goodyear manufactured nearly 7,000,000 tires, and in 1920 will probably manufacture nearly 25 percent of the country's output.

To keep pace with demand, the Company is expanding operations in its textile plants. The mills at Goodyear, Conn., will be enlarged to house 30,000 new spindles, 176 new houses for employes will be started within 30 days, and a new tire fabric mill on the Pacific coast will be operating 33,000 spindles by May. The present mill at Goodyear operates 22,000 spindles At Los Angeles, Cal., the Company's new tire factory to employ 3,000 people will be in operation by the middle of summer.

In Arizona the Company has already taken three crops from its 36,000 acres of cultivated land, made possible by irrigation of the desert. Looking to the future, the Company has just completed arrangements to sell cotton seed to the farmers of the Imperial Valley of California, and will take the entire crop, which will be ginned in new gins to be erected by the Company at several advantageous points in that section of California.

Tire Dealer Gives Hints On Saving

Inflate that inner tube slightly before inserting it in the casing.

Be sure there is no dirt, sand or small stones in the casing.

Be sure that the inside of the casing is dry and use some soapstone, but not too much.

These little tube hints add not only miles of wear with consequent saving in trouble, but will actually add miles to the casing itself, according to the Federal Tire agents.

One of the dangers in putting tubes in casings is that the tube will be pinched under the tire. Slight inflation of the tube will prevent this, especially with Federal double-cable base casings which fit the rim snugly, making it almost impossible for a tube to be caught under the toe of the casing.

WORK THROUGH TUBE

"Dirt or small stones in a casing gradually work through the tube, causing it to blow out or dampness in the casing itself will cause the tube to stick to the casing and start rot. Due attention to these little things will give much more satisfactory and profitable service out of tubes.

"No matter how fast tires improve in quality and design, so that they last longer, there will always be that factor of abuse to be reckoned with."

THEY ARE BUILT WELL

"In factory parlance they call it the 'human factory,' a thing that cannot be eliminated. It can be educated, however, and this factor is being educated as rapidly as the press and tire men can do their work.

"In tire wear the human factor takes the form of the man who builds the tire at the factory, the man who sells it and the man who uses it.

"Federal tires are built with all the care that a well-organized plant can give. Men are selected with a view to permanence and most of those who are in our plants have been there some time and have learned our carful methods.

"The human factor in the use of the tire cannot be controlled by the tire maker. If a tire wears out before it should, it is more or less certain that the man who is using it is to blame.

MAKE 'EM LAST LONGER

"He may not inflate it properly; he may run in car tracks that are sharp and that cut the tires; he may allow cuts and bruises to grow.

"The man who takes care of his tires, makes them last a lot without ever looking at them.

"Proper inflation, proper alignment of wheels and a thousand and one other things go to make tires wear longer.

"Watch you tires and you will save money."

INVESTMENT FUND

In 1919, during the months when the Employes' Savings and Investment Fund of General Motors was in operation, 33,641 employes of the Corporation put into the Fund $2,250,000. This sum will be very largely increased in 1920, as a considerable percentage of the total personnel of the Corporation were not eligible to enter the Savings plan last year because of the clause requiring three months' employment as an essential for membership.

HUDSON SPECIAL FINISHES FOURTH AT LOS ANGELES

Super-Six Car Dazzles The Spectators With Tremendous Burst Of Speed

Dazzling the spectators with a tremendous burst of speed, Eddie O'Donnell, in Arthur Patterson's Hudson Super Six special, drove his car well within the money, when he won fourth place in the big race on the Los Angeles speedway. He averaged a little better than 100 miles an hour for the 250 miles.

Word has reached Messrs. Dodge and Seymour, local agents, that Patterson's Hudson displayed phenomenal endurance and speed. Only specially built high powered cars costing more than $10,000 each lead O'Donnell, but it was the Hudson's consistency and ability to always keep going that made such a hit with the spectators in the big Southern classic.

"Motor experts attribute this great 250-mile motor performance to the endurance of the Super Six," said a dealer, in commenting on the showing of O'Donnell. "That quality was the chief factor which contributed to the splendid mark made by Patterson's car. For the Super Six racing specials are not rated speedy cars, as racing cars go. There are many racing cars which have more speed. The Super Six racers, by scientific tests, can exceed a rate of 104 miles an hour by very little. But they are able to maintain the fullest limit of their speed for hour after hour. When other and faster cars are forced to the pits on account of engine trouble the Super Six keeps going.

"Yet the Super Six was not designed for racing. It was built for ordinary service. But its patented motor, which, by minimising friction, gave it extraordinary qualities of endurance, also delivered such an excess of power, that its possibilities as a race car were investigated. Many independent drivers have converted stock Super Sixes into racers at small expense, and campaigned them with success against specially built racers, costing as much as $30,000 to build. The changes made to Patterson's racer were such as could be made to any stock Super Six at small cost. There are plenty of Super Sixes now in use which with a few changes might be placed on a speedway, and make even a better showing than that made by Eddie O'Donnell."

OWNERS OF CARS PAY FOR ROADS

90 Percent Of $65,000,000 License Fees Goes Back Into Highway Work

The passenger car and truck owners of America contributed $65,522,259 to good roads during 1919.

This represents money received from license fees from the various states, according to figures sent by the B. F. Goodrich Rubber Company to the Schuman Carriage Company, Goodrich distributor. Highway authorities say that over 90 percent of this amount goes back into good roads work.

The 1919 total exceeds that of 1918 by $15,000,000—enough money to construct a 500-mile commercial highway. Approximately one-fourth of the national total was paid by car owners of three states with totals as follows: New York, $911,394; Pennsylvania, $5,056,645; and California, $4,468,732. It is sufficient that these states have excellent highway systems and are now in the midst of comprehensive plans for the future.

In this connection it is interesting to note the lack of uniformity in the various states' license fees laws. For instance, although West Virginia possesses fewer cars than Alabama by 12,000, the former realizes $424,000 more in license fees. Again, North Carolina and South Dakota people own approximately the same number of cars and trucks (about 100,000)—but, the Southern states' laws return four times the amount of money for good roads work as does her sister state's in the Northwest. North Carolina license fees amounted to $1,280,000, South Dakota paid $300,000.

The Car for the Owner-Driver

The All British Standard LIGHT CAR

The High Clearance and Long Wheelbase are just two features that help to make the *Standard Light Car* the Car for the Overseas Owner-Driver.

AGENTS:
The Shanghai Garage Co., Ltd.
125 Bubbling Well Road, Shanghai.
STANDARD MOTOR CO., LTD., Coventry.

GORDON TIRE

The Gordon Tire isn't one of the quantity production tires. Gordons are made rather slowly—one at a time and each one right—truly custom built.

We are selling Gordon Tires, all popular sizes, direct to Motor Car Owners.

Keep your tires inflated to their specified pressure
It will pay you.

M&CO. MUSTARD & CO. M&CO.
2 Museum Road Shanghai

The All British Standard Light Cars

IT is in a beautifully lighted and well-aired factory, standing on the edge of a breezy common away from the city din and smoke, that finishing touches and tests are given to the All-British "Standard" Light Cars, which issue thence to almost every inhabited quarter of the world.

"Standard" Light Cars are designed and built for the comfort of the users in every climate and every circumstance. They are roomy. There is plenty of power. There is ample ground clearance—9½ inches. The springing is adequate even on the worst roads. The equipment is equal to that provided on the biggest and best cars. The hood and quickly attached side-curtains (which open and close with the door) render the car storm-proof and dust-proof almost instantly. The bodies are built of well-seasoned timber and aluminium sheets which are unaffected by high or low temperatures and damp or dry atmospheres.

In nearly every part of the world there are duly authorised agents for "Standard" Light Cars whose long experience of them will be found of the greatest advantage and service to "Standard" purchasers. Catalogues and full particulars will be furnished on application.

THE SHANGHAI GARAGE COMPANY, LTD.
Operating
THE STAR GARAGE and THE EASTERN GARAGE
Our Main Showroom at
The Star Garage -:- -:- 125 Bubbling Well Road

WATER IN PLACE OF COAL USED IN FIAT PLANT

Power Brought From Alps To Use In Making Motor Cars

When the Italian automobile industry is under consideration, Italy's lack of coal is often cited as one of the handicaps which will prevent the industry attaining the same development as that of other nations more favorably situated in this respect. The fact appears to be overlooked that even under present conditions coal is no longer indispensable to modern industry. While in England and certain other countries coal is the only source of power and heat, Italy has been so favored by nature in the matter of water power that coal can almost be dispensed with.

There is proof of this in the Fiat Motor works, which while being the largest in Europe are also the most completely electrified in the world, the whole of the electricity being obtained from water power in the Alps. At the present time no coal whatsoever is used for driving machinery. For power and light the big works of the Fiat Company consume 15,000 kilowatts daily, out of a total consumption of 50,000 kilowatts for the whole of the city of Turin.

WATER SUPPLANTS COAL

The desirability, indeed the necessity, of dispensing entirely with coal, was early realised by the Fiat Company, and when the new steel works and the forges were laid out they were designed to be operated entirely by electricity secured from water power. The electric furnaces, in particular are wonderfully fine, their design being such that the maximum output is obtained with the minimum consumption of current. The essential features of these furnaces are the subject of a Fiat patent, and in view of the excellent results obtained it is not surprising that numerous demands have been received from other firms to purchase the foreign rights.

It was in 1917, soon after the Fiat Company had bought up the Piemontaise steel works and forges, that the problem was tackled of securing sufficient hydraulic power and designing such a plant that no coal whatsoever would be required in the big Turin factory.

Control was obtained of the Mont Cenis Hydraulic Power Company, which, by reason of its topographical and geological conditions, offered wonderful possibilities for obtaining electric current.

The plant existing at that time on the Cenischia River was able to supply 65,000,000 kilowatts, of which 38,000,000 were available in summer and 27,000,000 during the winter months.

TO INCREASE CURRENT

This quantity of current will be considerably increased in the near future, for extensive works are being carried out on the Cenischia River. In addition to this, by increasing the size of the natural lake on the top of the Mont Cenis, the current available will be increased to 200,000,000 kilowatts, of which a very large quantity will be available during the winter months.

When these extensions have been completed, the whole of the electric current produced by the Mont Cenis Electric Power Company will be reserved for the Fiat motor works at Turin, thus making it the biggest, if not the only motor factory in the world in which no coal is used for any purpose whatsoever.

Three Haynes Cars Made First Show Of Autos In States

"The first automobile show ever held in the United States consisted of three Haynes cars exhibited by a circus man at a state fair in Columbus, Ohio, in the fall of 1896," says Elwood Haynes, President of The Haynes Automobile Company, Kokomo, Indiana.

Lured by the insidious voice of the barker and the thumping of drums, the curious, unbelieving crowds of merry-makers dropped their dimes into the box at the entrance and passed into the tent where the three "horseless carriages" were being driven around a small circular track. And as the skeptics watched, their eyes grew large and their mouths opened wide with amazement at the sight of a vehicle moving over the ground without any visible means of propulsion.

John Robinson, a circus man, rented the first Haynes for use in a "side show." The experiment proved such a financial success that, upon completion of the second Haynes, it also was rented by Mr. Robinson.

A short time later, when a third car had been built, Mr. Robinson placed the three on exhibition under a more pretentious canvas and charged a nominal admission price. For the use of each car and driver he paid $150 a month. Thus did the big national automobile shows get their start at a country fair twenty-four years ago.

Briscoe Weathers Kansas Dust Gale

Caught in the blinding drive and whirl of one of the most terrible dust storms that has swept Kansas in decades, battling for hours on the Kansas plains, headlights of his automobile at noon time throwing shafts of light through the dusty darkness penetrating only far enough ahead to make only one dust drift after another discernible, being conscious that a mistake in a "guess ahead" might mean ditch or an open culvert—all this and more was the experience of E. L. Hill district representative in Kansas of the Serlis Motor company.

"It was a bitter drive," continued Hill, "but what was quite as amazing was the apparently inexhaustible power of the Briscoe motor, which battled forward through it all with that constant, dependable flow of power that is the delight of every motorist. The flexibility, power and stamina of the 1920 Briscoe is simply unbelievable, that's all."

SUCCESS OF CAR RESTS WITH PERSONNEL

Pioneers Of Industry Are Best Fitted To Understand Demands Of The Public

By J. G. BAYERLINE
(President Columbia Motor Co.)

Looking back over the history of the automobile business during the last few years and remembering the many companies which have started out bravely and fallen by the wayside, starts one wondering what are the chief elements that make for the success of an automobile manufacturing institution.

At first thought the recipe seems to be simple—make a car that the public wants, which you can sell at a profit.

It does sound extremely simple. But, as many manufacturers have found to their grief, it is not so simple a thing to do.

The seeming simplicity of this principle has fooled a great many men into believing that all they had to do was to get a few thousand feet of manufacturing space, buy a quantity of parts, and their success in automobile manufacturing was assured.

The bones of these disillusioned companies are strewing the automobile graveyard.

So many factors enter into the making of a successful, desirable car that success seems to be measured solely by the accumulated experience and training of the men actively directing the company.

Go over the automobile field today and examine the personnel of the successful companies and the unsuccessful. Almost invariably you will find that the successes are made up of men who were pioneers in the industry, who gained their ability to gauge the public's demand, and their ability to produce a profitable selling car through long years of constant application.

For example, take the case of the Columbia Motors Company. It made its start late, compared with some of the older companies, being organized early in 1914. Yet, today its car is classed among the two or three leading cars in the middle price field, both in popularity and volume of sales.

All our officers received their training in that old pioneer company which has been called the training school of the automobile industry—the Olds Motor works. Before that I was an engineer for the Pope Toledo company, designing one of the earliest steam cars. W. L. Daly, sales manager, dates his experience back to the early days of the Warren Motor Car company, where he started at the bottom.

In fact, every official of our company is a pioneer of the auto industry.

ADD TO FACTORY

A large addition to the GMC Truck factory at Pontiac, Mich., is now being erected. It will add more than 140,000 square feet to the plant and will increase the yearly manufacturing capacity to 25,000 trucks. Special provisions have been made for the comfort of employes, including rest rooms and a large cafeteria in which good food will be served at cost.

Burning Car Toots Electric Horn And Alarms Its Owner

A Packard twin six road car belonging to Howard Will of Syracuse, N. Y., caught on fire recently while in its garage. While the car was burning the insulation on the horn wires evidently was destroyed for a connection was made and the horn on the car began to blow in a call for help.

This is the first instance on record where a car of its own volition has turned in a fire alarm while it was being burned up. The owner states that as far as he knows it is the first time the car ever called for help of any kind.

RAILROADS USE MOTOR TRUCKS

Regarded As Most Logical Feeder Of The Steam Lines, Says Mack Head

It is very encouraging to those concerned with the increasing operation of motor trucks to note that the railroads are becoming deeply interested in the use of trucks. The possibilities of the railroads in making use of trucks are now being developed and apparently transportation organizations which in the past have been looked upon commonly as opposed to the adoption of trucks are awakening to the benefits to be derived from highway shipping. Instances are on record of railroads that are installing not trucks alone, but trucks and trailers, and evidently the road train, or series of trailers, is only a matter of time.

The motor truck can be rightfully regarded as the most logical railroad feeder, in the opinion of R. H. Morris, manager of the Mack International Motor Truck Corporation. "The truck can be made the railroads' ally" said Morris. "The truck transports goods economically and at speed between intercity stations. Trucks prevent congestion at the loading platforms when used to handle loads in less than carload lots that are to be moved comparatively short distances.

"As a feeder the truck's value cannot be overestimated. Trucks could be used by the railroads as business makers. They can be sent out into the rural communities to take on loads for long-distance shipment from points the railroads do not reach. They can be made to build up markets for perishable commodities and by reducing waste help in the Nation's battle against the high cost of living.

"Taken collectively, the motor trucks of the United States can transport as much freight as the combined railway systems. Their radius is even more extensive, as they are less limited on operation and are not dependent upon rails and expensively maintained roadbeds. Up to very recently comparatively few trucks have been owned and operated by the railroads, but at this time it seems as if a change is going to be brought about soon."

How the *All-American* cuts Hauling Costs

Every merchant who has faced the rising costs of today will welcome a lorry which is truly economical both in price and in its daily operation.

The "*A-A.*" *One-Ton Super-Lorry* has economy built into it right from the start.

Standardized—we concentrate on this one model. Proved out in peace work and under war conditions.

Burns kerosene as well as gasoline.
Chassis, $1495 f.o.b. Chicago, U.S.A.

TO DEALERS: If you have access to business men and planters—write or cable us today. We may be able to allot you territory, and make you an attractive proposition.

ALL-AMERICAN TRUCK COMPANY
Export Department
Chicago, Ill. U.S.A.
Cable address: Allamtruco—Chicago

"Neverleek" Outwears the Car

NEVERLEEK is guaranteed by the makers to remain stormproof through long years of service in all climates. It has durability to withstand repeated folding and unfolding, without showing permanent wrinkles—strength to hold plate glass windows without sagging—flexibility to keep the graceful lines of good designing.

With these values, then, even though it costs a little more, it is plain to be seen why an overwhelming majority of makers of fine motor cars have chosen NEVERLEEK as the standard hood material.

For the same reasons, good hood makers everywhere recommend NEVERLEEK for re-covering hoods on used cars.

AUTOMOBILE MANUFACTURERS USING "NEVERLEEK" AS STANDARD EQUIPMENT

AMERICAN	CUNNINGHAM	HATFIELD	MAIBOHM	PIEDMONT
BELL	DANIELS	HAYNES	MITCHELL	ROAMER
BIDDLE	DORRIS	HOLMES	MOON	ROVER (England)
BOUR-DAVIS	DU PONT	HUPMOBILE	MOORE	STANDARD
CHANDLER	ELGIN	JORDAN	NATIONAL	STEARNS-KNIGHT
CLEVELAND	ELGAR	KING	OWEN-MAGNETIC	STEPHENS
CLYDE	FRANKLIN	KLINE	PAIGE (Essex, Larchmont)	STUTZ
COLUMBIA	GLIDE	LEXINGTON	PAN-AMERICAN	TEMPLAR
COMET	GRANT	MARMON	PEERLESS	VELIE
CRAWFORD	HAMMON	MC FARLAN		WESTCOTT

NEVERLEEK
HOOD MATERIAL
Inquiries Solicited From the Wholesale Trade
F. S. CARR COMPANY
BOSTON, MASS., U. S. A. Cable Address "Carreo"

Overland

The Springs of a Car can Either Be Its Life or its Death—

In the case of Overland-4, they are its life The rough Usage given to the car is almost entirely counteracted by its Three-point Cantilever Springs, which are only one of its many features.

The shocks from rough roads are absorbed, and the waer and tear on the delicate parts eliminated. The wheels are enabled to grip ther oad surface better, and give absolute safets from skids.

The Diagonal attachment of the Three-point Springs at each end of the 130-inch Spring-base gives the smooth driving and steadiness of a far larger and heavier car.

In other respects the Overland-4 is equipped with every device which can add to the Comfort and Safety of its owner—all at a moderate outlay and small cost of upkeep.

Large Car Luxury At Small Car Cost

Sole Distributors
THE CENTRAL GARAGE CO.
2a Jinkee Road Telephone: Central 3809

ELECTRICS ARE ADVANCING FAST AS GAS MOTORS

Improvements Have Taken Type Out Of Purely Urban Class

There was a time when electric passenger cars owing to energy limitation were employed exclusively for city travel. And it is likely that the unitiated public still think of the electric solely as an urban utility. Great changes in the electric passenger car have been perfected in the past few years. No longer is its radius of travel restricted to urban or suiburban territories. Storage batteries have been greatly improved, their capacities greatly increased, and with improvements in equipment and methods of charging they are replenished as rapidly as needed.

The public no longer thinks of the old style gas car with its large wheels, its heavy, cumbersome, high body; the controls, four or five levers, sticking up through the running board; its rear entrance, etc., their association is with the modern gas car which is immediately depicted as a long, low, stream line, powerful of grace, strength and beauty.

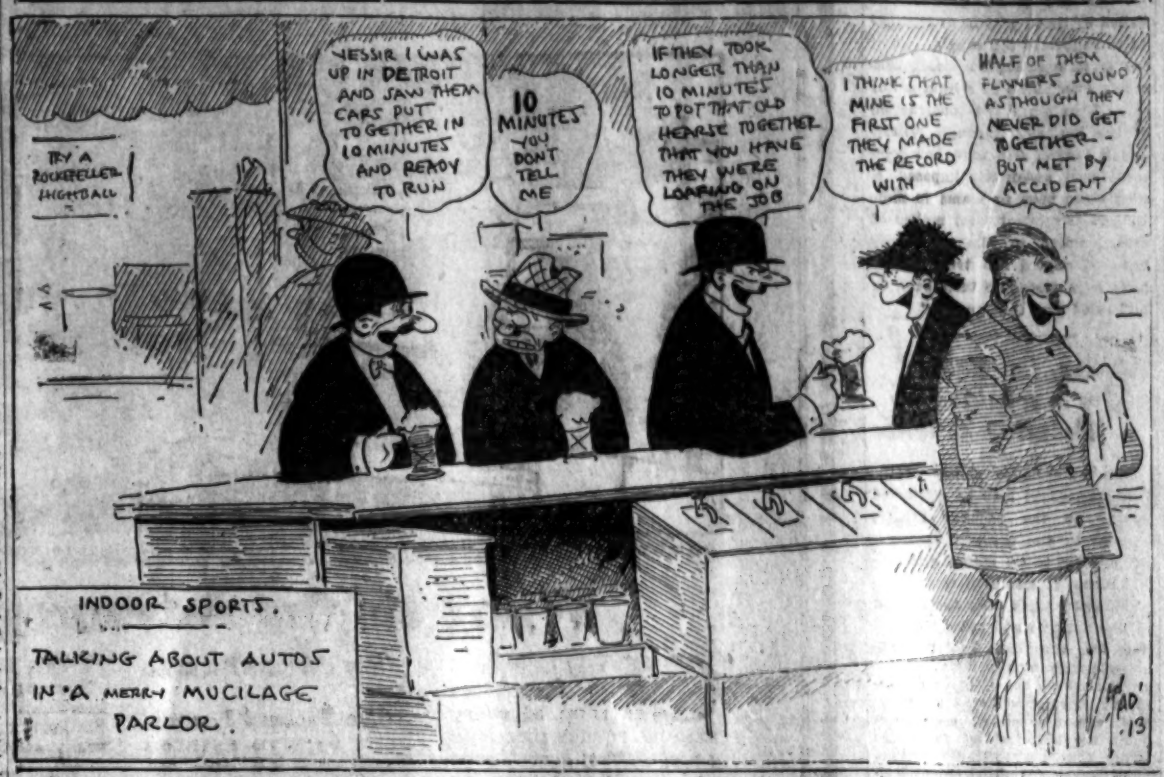
The changes in electric car construction and efficiency are just as radical and important and altogether parallel gas car improvement, though the general public has perhaps as yet to properly realize and appreciate the modern electric.

Just how far this type of car has advanced is cited by Messrs. Anderson, Meyer & Company, distributors for the Milburn Light Electric.

Old Inner Tubes Should Be Kept; Have Big Value

Don't throw away the old inner tubes of your tires, in these days of economy. There's a dozen or more uses, at least, to be made of them, says Motor. For example, when properly patched up they make wonderfully satisfactory life preservers. Then they make luxurious cushions for the more-or-less easy chair. As a cushion on which to rest the neck wearied with much peering up into the vitals of a car nothing approaches an old inner tube. Besides which, one alone will make a half dozen pairs of boots for the kiddie.

INDOOR SPORTS By Tad


TRY A ROCKEFELLER HIGHBALL
YESSIR I WAS UP IN DETROIT AND SAW THEM CARS PUT TOGETHER IN 10 MINUTES AND READY TO RUN
10 MINUTES YOU DON'T TELL ME
IF THEY TOOK LONGER THAN 10 MINUTES TO PUT THAT OLD HEARSE TOGETHER THAT YOU HAVE THEY WERE LOAFING ON THE JOB
I THINK THAT MINE IS THE FIRST ONE THEY MADE THE RECORD WITH
HALF OF THEM FLIVVERS SOUND AS THOUGH THEY NEVER DID GET TOGETHER - BUT MET BY ACCIDENT
INDOOR SPORTS.
TALKING ABOUT AUTOS IN A MERRY MUCILAGE PARLOR.
TAD '13

STANDARD PARTS GREAT FACTOR

Work Of S. A. E. In Fixing Sizes Of Benefit To Motor Car Industry

The wonderful progress of the motor car in the United States is due to standardization of parts more than one other single thing.

Think of the trouble there would be if all nuts and bolts, or most of them, were of different sizes—that is, different threads on bolts, etc. There would be a fine mess, and if anything happened on the road, you would have to be towed back to the garage from which you started. No other would have the part with which to repair your car.

PUBLIC OWES MUCH

Probably the American motoring public owes more to the group of men who comprise the S. A. E. committee on standardisation than to any other single organisation of individuals in the entire automobile industry. The standardisation of many of the minor parts of automobiles has done an incalculable service to the motor-buying public of America. It has tremendously aided production, and it has had a great influence in keeping down costs at the same time. It has not affected in the slightest degree the individuality of the various cars, but it has simply made it possible to build them at less expense and in larger numbers.

"The automobile manufacturing situation in Great Britain is a good example of the chaos that such a lack of standardisation creates," said a local Oldsmobile distributor. "There is no such body there as that of the standards committee of the S. A. E. here, nor is there the slightest unity among the automobile manufacturers. As a consequence British manufacturers cannot come anywhere near meeting the home demand for automobiles.

CAN EXCEED OUTPUT

"The output of a single American makes for a 60-day period will equal the entire production of all the factories of England for a year. Where America is expected to produce three million cars during the present year, the prospects are that England will build less than 150,000.

"The result of this small production and the high tariff on American cars is directly reflected in the price of British cars. On the eve of the Olympia show, British makers arbitrarily advanced the prices on the machines from 30 to 35 percent, and buyers who had their orders placed were informed that they could accept the new figure or their orders would be cancelled.

"Co-operation among American manufacturers of automobiles has meant a great deal to American buyers, and doubtless will mean even more in the future."

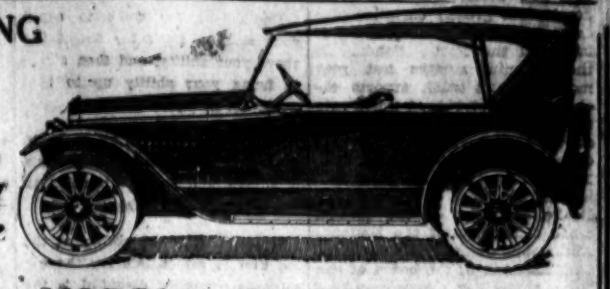
INDUSTRY TRAINING SCHOOL

In a news item in the Seattle (Washington) Post Intelligencer of March 17, the president of a prominent rival automobile manufacturing company is authoritatively quoted as saying: "All our officers received their training in that old pioneer company, which has been called the training school of the automobile industry—the Olds Motor Works."

This expression, *the training school of the industry*, is a common one in motor circles, for it is true that many of the most prominent figures in the automobile world received a vital part of their training at the Oldsmobile factories. Oldsmobile has always attracted men of big calibre—and has afforded them ample opportunity to grow. The wide recognition within the industry of these facts has, of course, always seemed a hearty compliment. The published public statement is, however, far more than a compliment, it is an open acknowledgment of the leadership which Oldsmobile has maintained throughout twenty-two years of steady progress.

KAPSDRY FOR MOTOR HOODS
(TRADE MARK) AND RHINOHYD COMMERCIAL HOODS AND AGRICULTURAL SHEETS
THE Exact Materials used by BRITISH WAR OFFICE for their WATERPROOF COVERS ALSO ALL MOTOR BODY FITTINGS
Write for List to—
G. JOHNSTON, 9, Broad Street, Bloomsbury LONDON, ENGLAND.

INTRODUCING THE NEW Mitchell



1920 MODELS IN STOCK

Note that this 5-passenger model has a 120-inch wheel-base, and that in the new models there are embodied nearly 100 costly improvements.

ALSO JORDAN CARS IN STOCK

JOHNS-MANVILLE FIRE EXTINGUISHERS
Effective against Gasoline Oil Fire
Also fillers in stock.

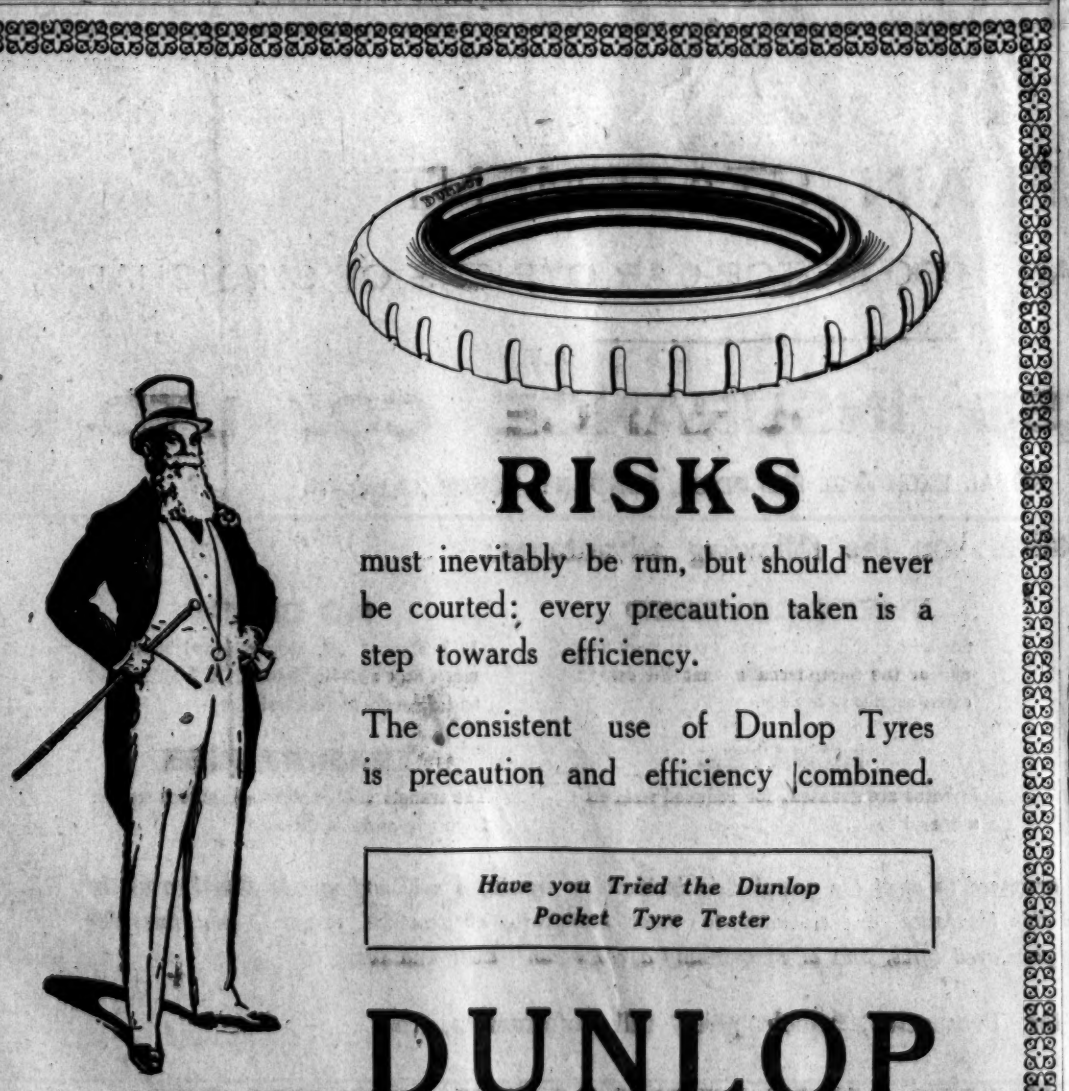
VIKING TIRES are good tires at a good price Guaranteed 5,000 Miles.

INDIAN MOTOR CYCLES
1 & 2 Cyl. Models in Stock

RED SPOT SEARCHLIGHTS
FORD SPARE PARTS

GOODYEAR TIRES

THE FEI LUNG COMPANY
OPERATING
THE FEI LUNG GARAGE SHANGHAI AUTOMOBILE Co.
Hire Service, 153-4 Hupeh Road. Phone C. 4133. Show Rooms & Shops, F. 1787 Bubbling Well. Phone W. 933.



RISKS

must inevitably be run, but should never be courted; every precaution taken is a step towards efficiency.

The consistent use of Dunlop Tyres is precaution and efficiency combined.

Have you Tried the Dunlop Pocket Tyre Tester

DUNLOP

RUBBER COMPANY, LIMITED

Founders throughout the world of the Pneumatic Tyre Industry

20 Kiukiang Road

Phone 2248 Cables: "Pneumatic"

THE FIRESTONE TIRE & RUBBER CO. CANADIAN FACTORY HAMILTON, ONTARIO
62 FIRESTONE BRANCHES 45,000 DEALERS
MAIN FACTORIES OF THE FIRESTONE TIRE & RUBBER CO. AKRON, O.
SOURCE OF COTTON USED IN MANUFACTURE OF TIRES
SOURCE OF 18.7% WORLD'S RUBBER SUPPLY
SOURCE OF 11% WORLD'S RUBBER SUPPLY
WILD RUBBER
CEYLON SUMATRA MALAY PEN. JAVA BORNEO INDIA
THESE SECTIONS OF THE FAR EAST SUPPLY 93.1% OF RUBBER THIS IS PLANTATION RUBBER
FIRESTONE BUYING HEADQUARTERS REFINING AND PREPARATION MILL AND WAREHOUSES AT SINGAPORE

Most Miles per Dollar

THIS standard of tire service, rigidly maintained, has sent the name Firestone around the world.

Firestone Tires are sold in all parts of the globe by more than 45,000 dealers. The map above shows Firestone distributing centers.

Firestone is the name of the President of the Firestone Tire & Rubber Company of Akron, Ohio, U. S. A. Behind this man is an organization of exceptional man-power and resources. This is why Firestone can produce a tire of the most generous proportions and of the highest character of materials and workmanship at a normal price.

When you need tires again see that you get Firestone values.

The Central Garage Co.

2a Jinkee Road Shanghai

Firestone

STATES CONTROL MOTOR-CAR TRADE, SAYS HUPP HEAD

Nine-tenths Of Cars Built In America—European Makers Follow Our Lead

Nine-tenths of all the automobiles in the world were built in the United States. We exported $63,000,000 worth of passenger cars and motor trucks in 1918, despite our greatly curtailed production. Of these 41 went to Iceland and the Faroe islands. In the first nine months last year motor car and truck exports exceeded $75,000,000, at which rate the year's exportation will be above $100,000,000, or an increase of nearly 60 percent over 1918. The authority for these interesting facts is J. Walter Drake, chairman of the foreign trade committee of the National Automobile Chamber of Commerce and chairman of the board of the Hupp Motor Car corporation," in a letter.

"In spite of the increasing foreign business," said Mr. Drake, "the demand is still gaining in its long lead over supply. I believe it would be rash indeed to venture an estimate of the number of cars that, if available, could be disposed of immediately, for at present we are the world's only appreciable source of supply for motor cars and trucks.

EXPORT ESSENTIAL

"Meantime the home demand also is so great that buyers could have nothing if we were not arbitrarily setting aside a certain percentage of our production for export, regardless of our unfilled domestic orders. We appreciate that although we do not need the foreign business now, we will later when it will be harder to get. Now is the time to establish ourselves in those markets.

"A fair amount of export trade will be most helpful to the industry when normal conditions return. It will keep our plants that have been enlarged during this peak demand working at more nearly their full capacity, which will mean economy in production and the ability to sell at a profit against keener competition. Also there will be, of course, the greater total profit on the greater volume of business. What counts most, perhaps, is that a worldwide trade feels less effect from the seasons; the year-around demand is more nearly uniform and labor can be kept more constantly employed. Many other reasons might be given why it is wise for our automobile makers to go after foreign business now.

"The truth is that it is seeking us. Every day requests come to our New York headquarters from those wanting to represent American cars in foreign territory. Just now a great many are here from abroad looking for connections.

AMERICANS SET PACE

"American makers set the standard in quantity production and now the European makers are purposing to follow suit. At first we borrowed from the foreign builders many ideas in mechanical fundamentals, then we pioneered in standardisation and now we are matching them in workmanship and excellent details. Better finish, more attention to completeness of equipment, more attractive body designs and enhanced comfort and convenience have brought our product on a par with the best in the world. They are now working for standardisation and we are glad to have them as competitors on this basis. The former criticism that in quality the American product compared unfavorably with the European no longer applies.

"Of all our achievements the one of outstanding appeal to experienced buyers is our superior service. Owners realise that the best-constructed car or truck is not immune from wear and mishap. Sooner or later repairs and replacements will be necessary. Protection of their investment therefore demands that they buy those makes for which they can most quickly secure parts and service.

"We American makers are very jealous of our reputation in this regard and are conscious that in entering the foreign markets we must insist that our representatives immediately establish service stations and stock parts. Upon this service quite as much as upon quantity production and quality product depends the future maintenance of America's present premier position in the world's automobile industry."

COMBINE ON PLAN

At the request of the General Motors Corporation, the duPont Engineering Company of Wilmington, Delaware, has agreed to assist the Brown-Lipe-Chapin Company of Syracuse, New York, in the latter's new construction work. This consists of a five story addition to its factory, including an entirely new powerhouse, loading dock, etc. The cost will be from $800,000 to $1,000,000. The Brown-Lipe-Chapin Company manufactures automobile differentials and the output of the proposed plant extension will be for General Motors, which now takes more than one-half of the production of the company. It is intended to have the new project completed by September.

Thoughts Worth While

We put too much faith in systems and look too little to men.—*B. Disraeli.*

* * *

It never takes long to agree on a price if you have something really good to offer.—*S. C. Dobbs.*

* * *

Every time someone does something right for his company, he does something right for himself.—*W. J. Evans.*

* * *

Don't look for work to equal your ability. Look for something above your ability, and then strive to bring your ability up to that mark.—*J. S. Ogsbury.*

* * *

What an absurd thing it is to pass over all of the valuable parts of a man, and fix our attention on his infirmities.—*Addison.*

* * *

It is not only the ability at the top that is responsible for the big successes—another essential is the degree of understanding and enthusiasm that seeps through to the bottom.—*L. K.*

* * *

The two great things a salesman should learn are when to talk and when not to talk—and the greater of these is when not to talk. There are more orders lost through too much conversation than from a lack of it.—*J. E. Rogers.*

* * *

A measure of the status of civilisation of any people is the degree of efficiency which has been reached in their system of transportation. The motor car as a means of transportation is the most important device of the twentieth century because it impings upon our social, commercial, financial economic, eugenic and therapeutic life as does no other mechanical contrivance.—*L. B.*

ITALIAN MOTOR MAKERS TURN TO FARM USES

At Outset Of War Was Second Exporting Nation And Is Rebuilding Trade

Italy's importance as a motor manufacturing nation is now freely admitted by the entire technical press. One of the leading English papers devoted to the motor industry has issued the statement that Italy at the beginning of the war was the second most important motor exporting nation in the world, and has given proof of this by publishing official statistics.

Now that the big army contracts have ceased, Italy is naturally interested in maintaining her position on the international motor car market, and the estimate of an English authority that she will export at least one half of her production appears to be quite reasonable. At the present time the Fiat Company alone is exporting two thirds of its output, and there is every reason to believe that this proportion will increase.

The following figures, showing the motor exports of the four leading nations of the world during the last four years, are not without interest.

	1915. £
United States ...	19,925,720
Italy	2,525,200
England	1,316,640
France	2,062,760
	1916. £
United States ...	20,273,120
Italy	3,361,280
England	1,481,040
France	800,400
	1917. £
United States ...	18,553,000
Italy	4,603,120
England	1,128,280
France	1,065,120
	1918. £
United States ...	13,361,040
Italy	1,813,680
England	2,096,120
France	127,680

In 1915 Italy was second to the United States only, and in 1916 its exports had increased to £3,361,280, while increased to France were third and fourth with £1,481,040 and £800,400, respectively. Notwithstanding the difficulties of the war Italy maintained her position in 1917 at the head of the European motor exporting nations, with a total of £4,603,120 while England and France each had a little over one million.

During the war Italy not only met all her own motor requirements, but contributed very largely towards the needs of her Allies. It is interesting to note that war contracts having ceased not a single one of the big Italian motor factories has been converted to other uses. They have all been put on a peace footing, but they are all continuing the construction of motor vehicles. Naturally the types have been changed, and among the new activities is the agricultural tractor and motor cultivators which have been on the market now for a complete year and have met with unusual success not only in the countries of Europe, but in different parts of America and Asia.

CLEVELAND CLIMBS UP MOUNTAIN PASSES OVER SNOW ROADS

Four Feet Not Enough To Stop Car In Winter Run In Utah

The Cleveland light six automobile has accomplished what no other car of similar size and power has yet been able to do, according to C. A. Quigley, Salt Lake distributor of Cleveland and Chandler automobiles, in a letter.

"Under its own power and without assistance the Cleveland set up a record for rugged endurance and stability by plowing its way through the snow-blocked and ice-choked mountain passes from Huntington, Emery county, Utah, to Salt Lake," said Mr. Quigley.

"From Thistle to Soldier Summit, a distance of thirty-five miles up a steep grade, the little car blazed a trail through more than four feet of snow, running in low gear and off the roadbed most of the time without boiling. Not an extra drop of water was put in the radiator during the long grind of sixteen hours over a road that has always been regarded and is officially reported by the state to be absolutely impassable in winter.

DEALERS MAKE TRIP

"W. C. Schaus and C. W. Barton, owners of the Huntington garage and the Emery county distributors of Chandler and Cleveland automobiles, won the honors of being the first pilots to take a car over the snow-blocked road in winter. The trip was made to test the stability and endurance of the little Cleveland and to learn 'how far' up the ice-choked Willow Creek canyon it could proceed under its own power.

"In sixteen hours the complete run was made to Salt Lake. When the car arrived here it had approximately 600 pounds of snow, ice and mud clinging to it and was a unique attraction which hundreds stopped on the streets to observe.

"High centers were encountered all along the mountain road, and for miles the little machine was forced to make its own path through the deep snow. The ice collected on the steering rods and under one side of the car so fast that it had to be chopped off with a pick every few minutes. The detours from the main road through the deep snowbanks put a tremendous strain on the car and provided a test which few machines of like size and power could survive.

FEAT BELIEVED IMPOSSIBLE

"The feat of the Cleveland is hailed by those who have attempted to negotiate the road as one of the most remarkable accomplishments ever made by a light motor car. Ever since the construction of the highway through Willow Creek canyon the road has been considered absolutely impassable, oftentimes even to teams in midwinter. Practically all makes of cars handled in Emery county have attempted the trip, but all have been forced to turn back or be hauled over the summit."

Ability Of Cole Car Explained By Peculiar Balance

The performance ability of the Cole Aero-Eight may be attributed largely to the peculiar balance secured by the aerotype engineering applied to its design and construction. It has been scientifically balanced much after the fashion of the airplane and rides the road with the same even keel that the aircraft maintains in flight.

"The frame has been so designed and constructed that the stresses that are applied at any given point are absorbed by the entire frame area," say the distributers. "The bodies are fitted scientifically to the chassis to eliminate overhanging. The bearing surfaces of the rotating parts are the largest used in any eight-cylinder car. Thus wear and vibration are reduced to a minimum. The units of weight are so distributed and mounted that a low center of gravity is secured. The construction of the frame and the spring suspension takes up the shocks of the road.

"The general economy of the car, its tenacious road adherence, its ease and comfort, its quick pick-up, may all be traced to this scientific balance which is embodied in these models.

"The car rides the road resiliently, absorbing all shocks. And the common experience of Aero-Eight owners is to get upward of 15,000 miles on the original tires. No other car of similar size and capacity has attained this enviable record for tire mileage. The economy of its fuel consumption and its ability to withstand hard usage without any appreciable loss of efficiency are all made possible by these same forces of balance—a prime characteristic of aerotype engineering."

Just before the Auction. Park of 283 Miscellaneous Used Lorries, waiting to be sold to the highest bidder. Representing an initial investment of $750,000.00 and an average depreciation of over 60 per cent.

Who gets the Advantage

"CONDITIONS will settle themselves as soon as every man figures his prices on a *rock-bottom basis,*" says an international authority on Commerce.

"Inflation in one line means inflation all along the line. No man knows where he stands. The only advantage is with the shrewd trader."

From the very start the Packard Company has made rock-bottom price one of its foundation principles.

The Packard list price is *net.*

The Packard Lorry is built to give assured Transportation for ten years *and more.*

A lorry of *unified* design and construction. A Packard *creation*—not an assembled lorry.

EACH part a *Packard* part—designed for its type of lorry, with the same factor of service as every other part. Subject to rigid Packard inspection clear back to the ore in the mine and the standing timber in the forest.

THE Packard Company recognizes that when the merchant, the industrial man, the farmer, buys a lorry he is really buying *transportation.*

What he is looking for is *net* results—*net* costs—*net* values.

The Packard Company are experts in Transportation. Every activity of the Packard Organization comes down to this one great service—*transportation at net cost.*

The man who buys a Packard Lorry gets it on the basis of *money's worth*—not because he is a "shrewd trader," but because the lorry is built and priced that way.

PACKARD MOTORS EXPORT CORPORATION
1861 BROADWAY, NEW YORK, U. S. A.

H. S. HONIGSBERG & CO.
40 Bubbling Well Road
SHANGHAI

A PLAIN STATEMENT

TO THE MORE THAN 2,000 MOTOR-CAR OWNERS OF SHANGHAI.

THE EXCESS INSURANCE CO., LTD.

HEAD OFFICE: ROYAL EXCHANGE BUILDINGS, LONDON: FUNDS £2,152,660

offers you the following advantages:

CLAIMS
Prompt settlement. Repairs not involving a sum of over Tls. 50 may be put in hand at once by Assured.

THEFT COVERED
Including theft of spare parts, rugs and any of the paraphernalia that an owner often carries in his car.

NO CLAIM
10% allowed off first renewal premium when no claim has arisen: 15% off second and subsequent renewals.

POLICY TRANSFERABLE
Policy may be transferred to other owner or to cover other car.

REBATES
Rebates are granted, for reduced risk, on a liberal scale.

TRANSIT RISK
The transit risk includes shipment to and from any ports in China.

This company's premiums have been arranged to meet the actual risks incident to running a car, and will be found to be the cheapest obtainable. The facilities of this insurance are extended to meet practically all demands, except to pay fines for furious driving, the cost of renewing punctured tyres, and of maintaining a car against wear and tear.

Write for Prospectus, which gives full information, to

C. E. SPARKE INSURANCE OFFICE

AGENT

EXCESS INSURANCE COMPANY, LTD.

The China Press

SPORT SECTION

SHANGHAI, SUNDAY, JULY 4, 1920

TENDLER MAY MEET BENNY

Leonard's Manager Gets A Bit Peeved At Repeated Challenges

OFFERS FINAL TERMS

Billy Gibson Says That Challenger Must Get Busy At Once

New York, June 15.—Billy Gibson, manager of Champion Benny Leonard, is beginning to get peeved at the persistent manner in which Lew Tendler, Philadelphia's great lightweight, is hurling defies at the title holder. In an interview in Los Angeles, where Leonard has about completed his moving picture work, Gibson said he would give Tendler one final chance to meet Leonard and if the Quaker boxer didn't accept the terms he would be ignored in the future. This is what Bill said:

"Tendler, through his manager, has been hurling numerous challenges at Leonard, and he can have his opportunity to win the lightweight championship any time he so desires. The sooner the match is made the more pleased Leonard and I will be.

"But Tendler in making this match must agree to terms of the champion, just as Leonard and other previous challengers for the title did before winning the coveted honor.

APPEAR SINCERE

"Tendler's supporters appear to be sincere in their efforts to match their protege with the champion, and for that reason I am making Tendler an offer, which, if he wants to fight Leonard and is so sure of victory, he cannot refuse.

"I am willing that Tendler should received $7,500 to clash with Leonard in a match for the championship, the distance to be twelve rounds or over and to a decision. In making this offer of $7,500 I am allowing Tendler far more than Leonard received for meeting Welsh the night he won the title and far more than Welsh secured out of his match with Willie Ritchie in London.

RECEIVED $4,500

"Leonard in three fights with Welsh, the final one which resulted in his winning the title, received an aggregate sum of $4,500. And each contest was of the no-decision variety, making a knockout necessary in order to relieve the Englishman of his title. I would have been willing that Leonard receive no compensation to clash with Welsh in a decision fight, so sure was I that he would win. Welsh accepted his match with Ritchie without promise of a cent, and he even signed to make good the losses, which he did, and they amounted to $8,000.

"All I ask of Tendler," continued Gibson, "is that he post $5,000 with Tex Rickard or any New York sporting editor as an evidence of good faith and his sincerity. Just as soon as he does I guarantee that I will have a promoter stage the match.

ATTRACTIVE OFFER

"If Tendler is so certain that he can defeat Leonard he will readily agree to these conditions, for his end would be larger than that received by any challenger in the last decade who met the champion and emerged victorious. But I am saying now that he will not accept, as he does not wish to tackle Leonard. There is nothing to his den, and he will, as he did last Fall, refuse to fight the title holder.

"When Leonard was a comer I was only too glad to have him meet Welsh, without remuneration. This was shown by the $4,500 he received in three contests, which did not pay his expenses. It was not any returns of the fight that were sought, but Leonard and myself were so confident of victory that he would have been glad to pay for the opportunity or meeting Welsh. And for that reason I did not haggle over terms and today Leonard is the champion.

"I allow Tendler thirty days to accept our terms. Silence on his part will be an admission that he does not care for a match; acceptance will be synonymous to the signing of a match and the setting of a date will immediately follow. But again I say, I am sure Tendler will refuse. He doesn't want a bout, but just the publicity he can obtain through the champion as a medium."

HENLEY REGATTA AGAIN

(Reuter's Service)

London, June 30.—Henley Regatta was resumed today after an interval of five years. The course was thronged with spectators and hundreds of punts. The scenes were kaleidoscopic.

SPORT AND STAGE

BY DOMINO

RHYMES OF THE TIMES

A toast to the Fourth of July!
Maskee if the Yankees are dry.
At least they can think
Of the days they could drink
A cocktail, a gin or a rye!

* * *

On one mighty Fourth of July
They said "We will England defy."
Then up rose the man
Who said "Dad I no can
Cut cherry tree, then tell a lie."

* * *

Tomorrow's the Fifth of July
When holiday feeling runs high.
Let baseball and fun
Be enjoyed in the Sun,
Let weather like nation be dry.

* * *

And on the Fifteenth of July
Tom Lipton will have a good try
By hell or by book
Right off Sandy Hook
To make Shamrock the Fourth almost fly.

* * *

And if on this Fourth of July
The Democrats have a big try
To choose McAdoo
Their choice they wont rue
He's square, and his credit stands high.

* * *

"MASKEE"

Tuesday is the Sixth of July but I wont try to say anything about that date in Limericks. As a matter of fact the reason that I have altered the usual meter and resorted to Limericks is this. On Tuesday the Editor is going to start a daily column which he insists that I shall run. And althcugh I have never yet let him have his way, he has in this instance been so explosive that, but—

Here is the idea of the column. It has to be topical. It has to be clever. It has to be humorous. For the topical part I shall look to the pages of the paper. For the cleverness I shall depend upon you to supply me with your wit, and as for the humor, that at present is on the knees of the gods. Perhaps they will enlighten us, and cheer up this weary world of ours by sending brain waves across the ether occasionally.

Keep your eyes on things topical. One of the first things that you will be called upon to do is to scribble limericks on any subject that is of local interest. You can still talk about the band. You can discuss the new Municipal Building, and even have a wild guess as to when it will be finished. The roads and the trams clamor for attention.

The Editor tells me that he is going to give prizes. His decision is to be final and we regular scribblers are not to be eligible for any of the handsome trophies. That is a shame. There is always a chance of one of us occasionally getting something over that might be in the running. But he thinks not!

* * *

LEYLAND HODGSON

The Leyland Hodgson Revue Company open up at the Lyceum Theater on Friday evening next. Mr. Hodgson is already well known here. He was starring with the Bandman Company some years ago and in voice, style and acting rapidly became popular. Most of us can remember his delightful singing and dancing with Miss Marjorie Manners. One number stands out in my memory. "They wouldn't believe me."

The company, numbering twenty-five artists, was gathered in London. Excellent accounts of the ability of each player come from India where the company had prolonged and popular seasons. In Jack Gordon, Mr. Hodgson brings to us a funny man well above the usual. He was discovered playing "Alf" in Chas. B. Cochrane's well known success "The Better 'Ole." Miss Florence Harrington makes her first trip to the Orient. She is in the first class and only recently played the part in pantomime originally played by Nora Delany, and did so at a few hours notice.

Percy Baverstock will be remembered as one of the Howitt-Phillips stars. From what one hears he is equally as much at home in musical stuff as in drama. He says they can do as they like with him as long as they don't make him dance.

Helen Suttie is out to win her spurs. She is a soubrette with a pretty voice and rather appealing. Pat Keogh is well known on the stage. He has done most things. He has been a monkey in Drury Lane Panto and has appeared with Queenie Leighton, Marie George, George Graves and Will Evans.

The piece to be produced this week is "Have a Nibble" which is a revusical comedy hailing from America. "Have a Drink" would be more popular here. "Persiana" is a revue which is still running in London, and "Rosebuds" is a musical playlet. The latter two plays will be put on next week. Despite the rapidly approaching hot weather the visitors can be fairly certain of good houses. Shanghai likes music and dancing and pretty girls. Leyland Hodgson is bringing all three.

* * *

LIPTON

Will Lipton win the race? He is a rare trier and deserves to get the verdict. I honestly believe Americans would welcome a win by the popular sportsman. Shamrock IV is up against the American defender Resolute. The first race will take place on the fifteenth of this month. What's the betting? Couldn't we get up something 20 percent off for local hilarities?

* * *

SPORT

No cricket yesterday. Some good games were scheduled but the weather has been all against field sports. Billiards and swimming and bridge are about the only things that have been enjoyed during the last week. The Golfers were to have played the S.C.C. and two strong teams had been chosen. Baseball had Tinkham and his Bolshevists lining up against the Regulars. If Tinkham's men can put as much ginger into their play as Tink put into his letter then the Regulars wouldn't stand an earthly.

* * *

From a perusal of the home papers I see that Barrett is still prominently figuring in the cricket world. For the M.C.C., against Notts he scored 74 and other scores chronicled are 92, 12, 47, and sad to say, O. Cricketers sent the popular captain a cable after his big score. It read: "Shanghai cricketers delighted at your success."

* * *

HIRST

George Hirst the veteran Yorkshire cricketer is still wielding the bat and swerving the ball with all his old cleverness. He is now acting as coach at Eton, and in a club game played on Upper Ground took seven wickets for twenty-three runs and scored 31.

* * *

GOLF

At the conclusion of the Professional Golf Tournament at Bramshot a little while ago a competition to test the driving powers of the competitors was decided. In this E. Ray beat W. L. Ritchie and Abe Mitchell (who practically tied for second place) by nearly twenty yards. The measured distances were:

E. Ray (Oxhey), 273 yards 1 inch.

W. L. Ritchie (Worplesdon), 258 yards 4 inches.

A. Mitchell (N. Foreland), 258 yards 3 inches.

W. H. Horne, 246 yards 16 inches.

RECORD DRIVES

445 Yards.—E. C. Bliss, at Herne Bay, Aug., 1913. (A drop of 57ft. in the ground).

395 Yards.—James Braid, Walton Heath, 1905. (On frost-bound ground with the wind at his back).

388 Yards.—W. H. Horne, North Berwick, 1909. (With the advantage of a strong wind).

383 Yards.—George Duncan, Colchester, July 13, 1911. (Ground hard after prolonged drought).

366 Yards.—Edward Blackwell, St. Andrews, 1892.

341 Yards.—F. G. Tait, St. Andrews, Jan. 11, 1893.

* * *

HUSBANDS FOR ALL

Gertrude Jennings' new play recently produced at the Little Theater, London, has raised a good deal of criticism. Its title "Husbands for All" proved in itself a big draw, especially among the *extra two million*. The idea of the play however can best be guaged by the remarks of one signing himself a "Playful Stallite."

"On behalf of my sex I beg to thank Gertrude Jennings for the entirely unsolicited testimonial she has given us in 'Husbands for All.' Her theory is that in a few years the present shortage of houses will be followed by a shortage of trouse. . . . . I really beg your pardon, I mean the supply of men for matrimonial purposes will be so inadequate that they will have to be shared.

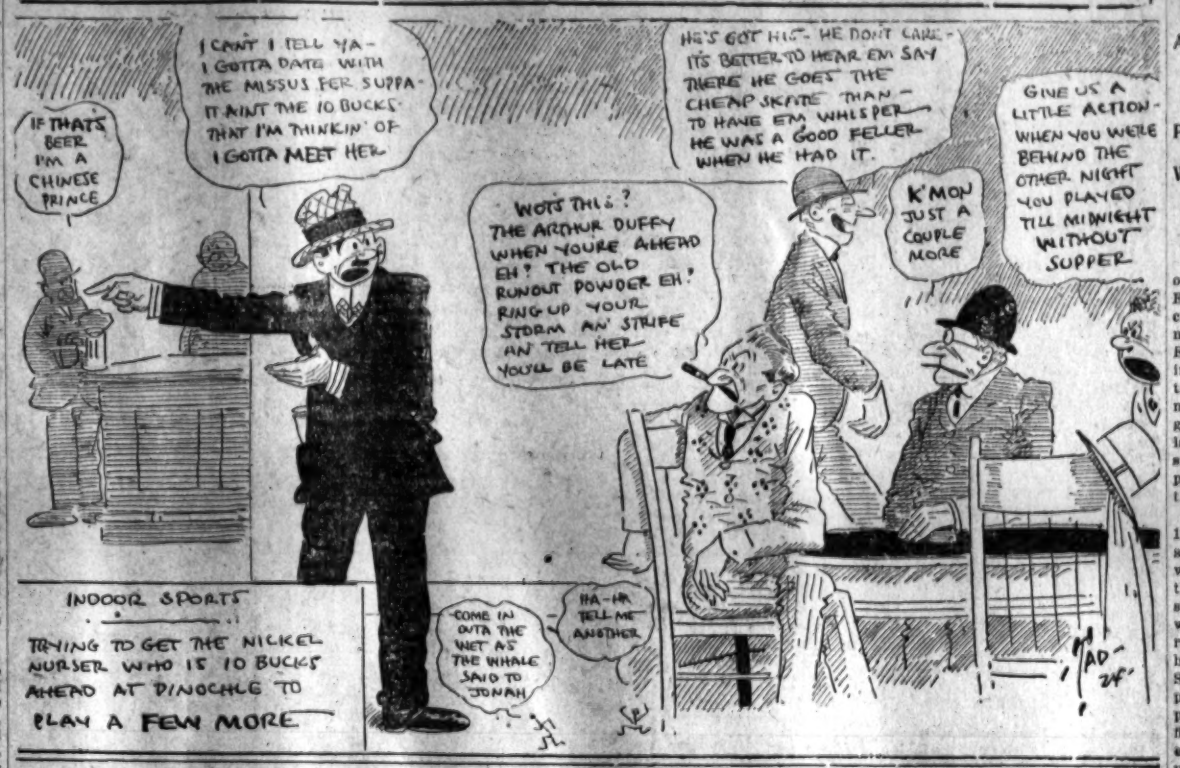
"In other words a Lateral Marriage Act will have to be passed, making it compulsory for every man to have two wives. And, Oh! we man were so shocked at the idea. We took our wives in the corner, and said No, darling, never, never, never; we will go to prison rather than become a plurist.

"All the men in the audience sat up and looked as virtuous as if they were at a prayer meeting, and haloes formed so thickly round our bald pates you could hardly see the stage for them.

"And then Malcolm Cherry gave it all away. To save him from prison a charming little flapper (Edna Best) who said she was twenty-three, but didn't look a day over eighteen, offered to become his additional wife, and the expression on his face as, conscious of his wife's jealous stare, he tried to look as if it were all one to him whether he married again or went to prison, or whether his savior had a hair lip

(Continued on Page 2)

INDOOR SPORTS By Tad


I CANT I TELL YA- I GOTTA DATE WITH THE MISSUS FER SUPPA- IT AINT THE 10 BUCKS THAT I'M THINKIN' OF I GOTTA MEET HER
IF THATS BEER I'M A CHINESE PRINCE
HE'S GOT HIS- HE DON'T CARE- ITS BETTER TO HEAR EM SAY THERE HE GOES THE CHEAP SKATE THAN- TO HAVE EM WHISPER HE WAS A GOOD FELLER WHEN HE HAD IT.
GIVE US A LITTLE ACTION- WHEN YOU WERE BEHIND THE OTHER NIGHT YOU PLAYED TILL MIDNIGHT WITHOUT SUPPER
WOTS THIS? THE ARTHUR DUFFY WHEN YOURE AHEAD EH? THE OLD RUNOUT POWDER EH? RING UP YOUR STORM AN' STRIFE AN TELL HER YOU'LL BE LATE
K'MON JUST A COUPLE MORE
INDOOR SPORTS
TRYING TO GET THE NICKEL NURSER WHO IS 10 BUCKS AHEAD AT PINOCHLE TO PLAY A FEW MORE
COME IN OUTA THE WET AS THE WHALE SAID TO JONAH
HA-HA TELL ME ANOTHER
TAD '24

BALL TOMORROW RAIN OR SHINE

Regulars And Gobs To Take Kinks Out In Contest Billed For Today

Somebody pulled the plug out of the water tank in the clouds and as a result there was no game yesterday. Both the regulars and the Bolsheviki are talking of adopting water polo as a sport to take the place of baseball. The many times postponed game will take place tomorrow after the game with the U.S.S. Elliott.

The first game will begin at 3 o'clock and the Bolsheviki will take the field immediately afterward. The tars will have had but little time for practice as they will not arrive until late this morning. The Athletic Officer claims, however, that his gang are so good that they will not need a lot of practice.

Today's game will be a sort of work out for them and they will show their real class tomorrow afternoon when the kinks have begun to leave their throwing arms. The Shanghai Regulars may be said to be sufferig also from a lack of practice due to interference by the rain. The pitchers especially are not in their best form as yet. One or two days of clear weather will fix them up nicely.

The Club management is taking all necessary steps to keep the ball field in playing condition regardless of the weather. Canvas covers have been placed over all the bags and pitcher's box. Sand has been placed in readiness to be put on the infield where it may be needed in case of flooding by rain water pools.

The fans can rest secure on this point. There will be a game Monday rain or shine.

TILDEN WINNER OF WIMBLEDON TENNIS TITLE

(Reuter's Service)

Wimbledon, June 29.—The semi-finals of the singles in the World's Lawn Tennis Championships were played today.

Men's Singles: Mr. Shimidzu (Japan) beat Mr. Mavrogordato (England) 3-6 6-4 6-0 6-2.

Mr. Tilden (America) beat Mr. Garland (America) 6-4 8-6 6-2.

Ladies' Singles: Miss Ryan beat Mrs. Parton 6-4 6-2.

Mrs. Lambert Chambers beat Mrs. Mallory, the American lady champion, 6-0 6-3.

LADIE'S SINGLES

Wimbledon, June 30.—In the final of the Ladies' Singles Championship today Mrs. Lambert Chambers beat Miss Ryan 6-2 6-1. The winner will meet Mlle. Lenglen, the holder, in the challenge round.

In the final of the Men's Singles Championship, Mr. Tilden (America) beat Mr. Shimidzu (Japan) 6-4 6-4 13-11.

Mr. Tilden will meet Mr. Patterson (Australia) in the challenge round.

Teeing Up With Ouimet

Walter Hagen And Dave Herron Face Test In Retaining Titles

BY FRANCIS OUIMET

One of the points of great interest about each season's play is whether or not our champions will repeat. This year the concern of the golfing public centers around Walter Hagen, the open champion, and S. Davidson Herron, amateur champion. On every side I am continually asked for my opinion, and invariably I give the same indefinite answer, "I do not know."

For some reason, we who have enjoyed some little success in this fine sport are supposed to have an inner sight into the play of champions.

While we probably have studied their schemes of play to a greater extent for the same reason that one business man carefully watches the moves of others in the same line, I must confess that none of us is able to foretell what is going to happen when the real tests of the year come.

It is not my purpose here to answer the burning questions, as above stated. Frankly, I do not know who will win either American title. I am quite sure if one were so gifted he would be inclined to yield to that which makes men break the market in a day's time.

But I do want to set down some of the points I have noted concerning the play of Hagen and Herron which will give one some idea of whether or not they are to repeat.

FEW REPEATERS

One may state frankly at the start that champions rarely repeat. I believe this was the lot of such crack amateurs as Walter J. Travis and Jerry Travers, in the amateur, and of John J. McDermott in the open. But they were exceptions. On the other hand something like fifteen years elapsed between the two times that Bob Gardner won the amateur title, rather substantial proof that it is a rare accomplishment.

Golf, perhaps more than any other sport, is a game in which most anything may change the outcome. Success today depends on consistency more than ever before. Take any one of the dozen fine amateurs in America and make him your favorite in the title event. Should he have so much as one bad round against a weaker player "on his game," or a few bad holes in a match that is a see-saw affair, even though he be considered a better player his end comes quickly.

Lawn tennis champions galore have slipped and slumped during matches, but have recovered in time to make class tell. Golfers have done the same, but such performances are rarer and exceedingly more difficult. All golf history argues against a champion repeating.

Another point that is overlooked in a matter of this kind is the law of averages. There are about one dozen amateurs in this country who are capable of defeating any one of the other eleven on any day, regardless of the kind of game that is played.

CHAMPIONS HANDICAPPED

Naturally, they desire nothing more than to defeat the titleholder in a round for the championship. All of which puts it up to the champion to defeat at least four cracks at match play. He is working against the field.

It has been this point that has made it so difficult for Americans to journey abroad and come through a British championship. In every case they were playing against what was pretty nearly the field. This is a big handicap to overcome.

As to these two golfers themselves there are none better in America. Hagen is the most confident player since the days of John J. McDermott, when the English still refer to as the best man we ever sent abroad. Backing this confidence with the splendid quality of concentration and the ability to play all the strokes needed to win, he is able to give any one a magnificent fight. Top this off with an immunity to the foozle, and in Hagen we have a golfer of rare temperament and philosophy—one who never worries.

Nothing describes his temperament better to me than the remark he passed at Brae Burn last June when Mike Brady was leading the field at the start of the last day.

"I'm just where I like to be, Francis," he said in the locker room. In other words, he was confident that the next event would return him a winner, confident in the fact of another star carrying a lead, although the finish line was in sight.

HERRON GREAT GOLFER

Dave Herron looks to me to be a truly great golfer who will go along in fine style for many years. His temperament and physique all lend to this view.

Like Hagen, he is unruffled by any turn of fortune. Herron knows his own game and its limitations better than any student of golf. But the latter are indeed difficult to find. His consistent play all through the amateur last year at Oakmont was the finest exhibition of continuous high grade golf ever shown in that event.

Never was a match in doubt, most were won by safe margins. Contrast that record with that of other amateur champions of recent years, when the field was filled with more stars of the first order, and one finds in Herron an exception that causes him to stand forth as one of the great golfers of all time in our amateur ranks.

There you have my frank opinion as to these present American champions. You can set it down as a fact that whoever wrests the title from them has had a match he will never forget.

YALE TRACK TEAM DEFEATS HARVARD

Overwhelms Cambridge Men And Takes Annual Meet Handily, 84½ To 32½

Cambridge, Mass., May 15.—Johnny Mack's track team from New Haven overwhelmed Harvard at the dual track games in the Crimson's Stadium by 84½ points to 32½. Early in the event Harvard had some hopes of making a showing when Godwin beat Stewart of Yale in the quarter mile, but after that the New Haven runners and field men swept almost everything before them. Harvard's only first places were taken in the quarter mile, shot put and broad jump. Yale not only winning the rest but also piling up on overwhelming total of points through its second and third string men.

Yale cleaned up in three events, the hammer throw, the low hurdles and the half-mile run, and also took all except half a point in the high jump. The points recorded in these four events alone would have been enough to beat Harvard's score.

The track was heavy and rain fell during the greater portion of the meet. Under these conditions, however, there were several good performances. In the high jump R. W. Landon of Yale, who looked so good at Philadelphia two weeks ago, cleared six feet three inches and establishd a new dual games record for Harvard and Yale. The old mark of six feet two and one-half inches had stood since 1897 and was made by R. C. Merwin of Yale.

TWO-MILE RUN HARD FOUGHT

Besides taking nine first places today, Yale scored 10 second places and nine and a half thirds, making 28½ places to 10½ for Harvard. The best of the track events was the two-mile run, and the mile was a close second. In the two-mile event Hilles of Yale and Bond of Harvard were far ahead of the field, and the going was entirely between them. The Harvard runner three times, after the bell, challenged Hilles, but never was able to pass him. The men came down the stretch together, however, and Hilles won by a scant half yard. In the mile run Captain O'Connell of Harvard had better luck. He allowed Stimes of Yale to pace him until half way around the last turn, the Crimson then tearing loose and winning by seventeen yards.

Goodwin of Harvard ran a beautiful race in the quarter, defeating Stewart, who was the favorite. In the half-mile, which was run over very soft track following the rain, Reed of Yale, who did not run the mile, always had the race in hand, and he, with Prixer and Driscoll of Yale, had things all their own way in the last furlong. Reed's time, 2 minutes flat, was remarkable under the condition of the going.

THINK TENNIS BODY UNFAIR

Award Of World's Title Event To Wimbledon In Perpetuity Resented

PROTEST TO ENGLAND

Washburn Sends Word That America Is Not Likely To Join Federation

New York, June 5.—With the pick of American tennis players now in England to compete in the English championship and the Davis Cup matches with France and possibly England, more than the usual interest attaches to the attitude of the United States toward the International Tennis Federation. Organised before the war, this was largely a European body, which has since drawn to itself the most important tennis playing nations, with the exception of the United States.

When this country was asked, in 1914, to join, it was unable to do so, and in 1919, when negotiations were resumed by the federation, the United States was requested to state the conditions upon which it would become a member. As the result of negotiations in person and by letter, the objection of the United States to the award to England "in perpetuity" of the world's championship on grass remained the final obstacle to affiliation. This event was assigned to Wimbledon perpetually by the federation, and, because such an award is contrary to all established practice in sports, and appears especially inappropriate for a sport of such international scope as tennis, there has seemed to be small prospects of our immediate membership.

JOIN FIRST, SETTLE LATER

The question came up at the federation's annual meeting in March, from which only partial reports have been received. On the surface, these indicate this country to join first and settle any difference afterward. As that is contrary to the policy previously outlined by the federation it is not accepted as final by the United States Lawn Tennis Association. The association approves, in general, the idea of having such a central body to administer international relations, and has refrained from membership only because in its judgment some decisions by the federation have been made without proper recognition of the place held in international tennis by the United States and other nations.

Accordingly, Watson Washburn, as Chairman of the committee in charge of negotiations with foreign countries, has addressed to the official organ of the British Lawn Tennis Association a letter expresing regret that reports of the federation's meeting indicate no immediate prospect of this country's membership. Mr. Washburn says in part:

"Our chief difficulty is one that mainly concerns England. The constitution of the International Federation awards the world's championship on grass (which in English-speaking countries is synonymous with the world's championship) to Wimbledon in perpetuity. The other members of the federation, who granted this privilege, are naturally not in position to seek to revoke it. The initiative must come from England herself.

A MATTER OF A FAIR PLAY

"We appeal with the utmost confidence to the sense of fair play of the British tennis officials and the British public to do the right thing in this case. The Wimbledon tournament is nowhere more respected than in the United States. But we respect it too much to wish to see its splendid old tradition be decked with new and gaudy frills.

"The retention by England or any other nation of the world's championship title in perpetuity is so opposed to the principles of competition that prevail in all sports—so inherently unjust—that I fear the United States will never subscribe to any agreement which sanctions such an arrangement.

"As to the decision of our Davis Cup Committee with reference to a new draw, as soon as this matter was broached by the French association we gave immediate consent, notifying both Australia and France of the decision. We are glad indeed that France and Canada will be able to play for the trophy this year, and under no circumstances would desire to take any technical position that would prevent their entry.

"We have, however, stated to the countries involved our belief that in a competition of the importance of the Davis Cup, for which the regulations are widely published, the closing date ought to be strictly observed. This is merely

(Continued on Page 2)

THINK TENNIS BODY UNFAIR

(Continued from Page 1)

an opinion to apply to the future and has no bearing on the case now under discussion.

"The association has proposed to the British Association and to the French, that its tie with France, under the new draw, should be played in England on July 8. With traveling conditions as they are at present, and the extraordinary amount of traveling that might be involved under the present Davis Cup draw if we requested a European nation to play a preliminary tie in the United States, we thought it obviously the simplest plan for the United States to send a team abroad. I trust that this decision will commend itself to you. We felt also that it would be only a fair return for the courtesy which England has shown us in years past in sending her players here for the preliminaries."

Sport And Stage

(Continued from Page 1)

and a squint, was too funny for words.

"Still it was nice of Miss Jennings to make all her male characters such pillars of virtue, and I only wish that I could say that the rest of the farce was as funny as her conception of man as martyr to monogamy."

* * *

TIGER-TIGER

Another play that is causing quite a number of playgoers to talk is called "Tiger-Tiger." The question is whether sex problems should be discussed with candor on the stage, and is such discussion conducive to good or evil?

Mr. Arthur Bouchier does not mince matters in replying to the query. His answer is brief and strong. "I claim," he says, "that by dealing with complete frankness with a vitally important sexual problem 'Tiger-Tiger' actually teaches a strong moral lesson, and I challenge the critics to prove the contrary."

Mr. Bouchier has been moved to throw out this challenge and to take up his attitude in defense of the moral value of the play because of the many rumors which have been circulated with regard to the treatment accorded it and its producer by the American police when it was first produced in New York two years ago.

Mr. Bouchier says that the facts concerning this intervention are as follows: A chief inspector of the New York police accused Mr. David Belasco and his two leading players "of participating in and producing an obscene, indecent, and impure drama or play." This complaint was investigated by the chief city magistrate, who quashed the prosecution.

At The Theaters

"The Midnight Man," James J. Corbett's film masterpiece, is to be the matinee feature at the Apollo theater this afternoon, the fourth, fifth and sixth episodes being shown. Tonight the bill will be "The Gay Old Dog," a comedy drama in six parts.

On Monday, Tuesday and Wednesday the seventh, eighth and ninth episodes of the Corbett picture will be shown. These are "The Electric Foe," "Shadow of Fear," and "A Society Hold-up."

On Thursday, Friday, Saturday and Sunday the bill at the Apollo will be Norma Talmadge in "The Heart of Wetona." The special photoplay was written by George Scarborough and is of his always excellent standard.

AT THE ISIS

Today's matinee at the Isis will feature episodes nine and ten of "The Black Secret." Tonight the five-part comedy "The Wild Cat," starring Jackie Saunders, will be screened. On Monday, Tuesday, Wednesday and Thursday episodes eleven and twelve of "The Black Secret" will be the bill. These episodes are "The Death Studio" and "The Chance Trail." The serial in which Pearl White is being starred is thrilling from start to finish and is being greatly appreciated here.

AT ST. GEORGE'S

Tonight's bill at St. George's Open Air Cinema is to be "The Right to Lie," a seven-part distinctive production featuring Dolores Cassinelli.

AT THE VICTORIA

Mary Pickford in "Stella Maris" is to be the bill today and tonight at the Victoria Theater. Both the star and William J. Locke's wonderful story are too well known to require any comment. It is certain to be a drawing program.

AT THE TOWA

Final episodes in Marie Walcamp's wonderful serial "The Red Glove" are to be shown at the Towa Cinema tonight. There will also be Japanese drama.

Cricket

In yesterday's cricket game between the Shanghai Cricket Club and the Shanghai Golf Club despite the fact that the ground was officially closed at one o'clock yesterday, the bright sunshine that followed for about 30 minutes afterwards prompted the officials to declare the pitch playable and this match started about 2.45.

Deeks won the toss and himself and Middleton opened the ennings for the Golf Club. Runs came very slowly against Dr. O'Hara and Allison and with just 10 on the board, a sharp shower drove the players to shelter, and it so happened that no further play took place as the rain drizzled incessantly for the next 2 hours.

Deeks was not out 7 and Middleton not out 6 when the game was abandoned. With his score at 2 Deeks played a ball back to Dr. O'Hara, but the bowler dropped the catch.

753 ATHLETES IN TRIALS IN FRANCE

Record Number Of Men And Women Compete For Places On Olympic Team

Strasbourg, Alsace-Lorraine, May 25.—No records were broken at the Olympic games elimination trials just concluded here, except that for the number of athletes engaged in a French tournament.

Seven hundred and fifty-three young men and women participated. From these 200 have been chosen and will compete at the Joinville School, near Paris, next June for the honor of representing France at the Antwerp Olympic games.

Paoli, champion weight thrower of France, broke his own record with a throw of 14 meters 50 decimeters, only to have the judges decide after the games were over, that the record should not stand, as the weight was 300 grammes short of the regulation sixteen pounds.

Guillemot, the French-British-Belgian cross-country champion, in whom France is pinning her fondest hopes for the Antwerp games, walked away with the 1,500-meter race, winning in 4:12, with 50 meters between him and the second man. Kann won the 100-meter event and Nandrin broke the tape first in the 300 meters, his time being 0:38 1-5. Orfidan of Lyons jumped 6 meters 56 decimeters.

A new feature was introduced at the games—the throwing of a cannon ball weighing 20 pounds. This event was won by Moutinais, a soldier of the French Army of Occupation on the Rhine.

Gaston Vidal, member of the Chamber of Deputies and President of the Union of Sporting Federations of France, declared today that he expected the French athletes to give a better account of themselves at Antwerp than at any other Olympic games in the last twenty years, even with the loss of Jean Bouin and other famous French athletes during the war.

Ellar Is Winner In Yacht Races

In yesterday's race of the Shanghai Yacht Club the Ellar finished in first place with the Violet second and the Aestes third. The start was made at 3 o'clock with a brisk south wind blowing and the five boats entered took the course up-river and around the sampan off Kiangnan Arsenal, a distance of 12 miles.

The next racing event of the Club is scheduled for Tuesday afternoon.

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Irregularities. These pills of Ladies keep a box of Martin's Apiol in the house as their use at the first sign of any irregularity of the system a speedy cure may be obtained. Those who use them recommend them, hence their enormous sale in all Countries and they are sent post free 5/- from MARTIN Chemist SOUTHAMPTON ENG

-:- The Last Long Mile -:-

Mr. Charles E. Courtney, the long famous Cornell rowing coach, is urging the authorities at Yale and Harvard to follow the lead of the Poughkeepsie Regatta and reduce the race on the Thames to three miles. Mr. Guy Nickalls and Mr. William Haines, the coaches at Yale and Harvard, are opposed to the innovation. For them "the deadly fourth mile" has no terrors. It is an interesting question and one that may never be conclusively settled, but it is capable of a far more thorough analysis than it has often encountered.

No one questions the superiority of the longer race as a test of courage and endurance, of oarsmanship and strategic skill. The objection lies wholly against the physical effect upon the individual. That an occasional oarsman receives severe and even permanent injury is unfortunately true. But not even Mr. Courtney contends that they all suffer. One man's meat is another man's poison. Men differ in their resources of nerve and muscle—even the pick of trained athletes—as widely as the poles. The scope of these differences is nowhere as evident as in the contests on the cinder track. In a boat race the powers and limitations of the individual are merged in the performance of the crew as a whole; but in jumping, hurdling, sprinting and distance running each performer is a unit. Whole performances are accurately observed, definitely recorded. Differences are revealed between man and man which are incredible to those who have not had actual experience in the training of foot racers.

There are men who are off from the scratch with the pistol and make records at all distances from twenty to sixty yards, but who collapse at seventy or eighty yards and stagger across the finish of a hundred-yard dash in mediocre time. As the shortest race in championship contests is the hundred, these men enter the broad jump and high jump, which require little or no endurance and for which the steel-like spring of their muscles peculiarly fits them. There are men who are beaten in the 100-yard and the 220-yard events, but who lead the field in record time at 150 yards. There are men who excel at the half-mile, but are outclassed in the quarter and the mile. Not all track athletes, however, are limited to a single distance. Not infrequently men are found who make first rate performances at all distances from fifty yards to the half-mile. In team contests such men tend to be used for the briefer events, because they can win more points. Thus a man who is potentially a middle distance and distance runner of the first order may be known only as a high jumper and a hurdler. Differences in stamina are as great as these differences in speed and endurance. Certain men can run a single race with the best, but so exhaust themselves that they do not recover vitality for several days. Others make superb performances in race after race on the same day. Differences in intelligence and character are familiar and range from the criminal to the saint, from the fool to the genius; but differences in physical power, which are seldom realised in civilised life, are almost as great.

For an oarsman whose physique is of the sprinter type, the four-mile race is obviously too long. But it is obvious also that at some definite point in the contest he is destined to become a mere passenger in the boat and fatal to the success of the crew. Very early in the training season any coach worth his salt eliminates such men. For the competent oarsman as for the marching soldier there is always "the last long mile," but there is no such thing as "the deadly fourth mile." The last mile is as long in the three-mile and the two-mile races—even in the one-mile race, which is thoroughly grueling sprint. When an oarsman is injured the fault lies not with the length of he race, but with the judgment of the coach who placed him in the boat. An oarsman physically qualified and properly trained can row four miles, and indeed much further, without strain or injury.

The great virtue of the four-mile race is that it gives scope to all the qualities of judgment and generalship in those who direct the race, to all the qualities of oarsmanship and harmonious co-operation on the part of the crew. For twenty minutes eight young men must beat the water with an even sweep, swing and recover with a rhythm so smooth that the even progress of their cockleshell is unchecked. At the captain's bidding they must be able to raise or lower the stroke, ease off the power or grind it in, and all in such perfect order that there is no break in the solid mechanism. The four-mile race is a test of skill and endurance, of discipline and of character, such as no other contest provides. It is not without reason that ancient custom in England, and a scarcely less venerable custom here, have signalised it as the premier athletic event of the college year.

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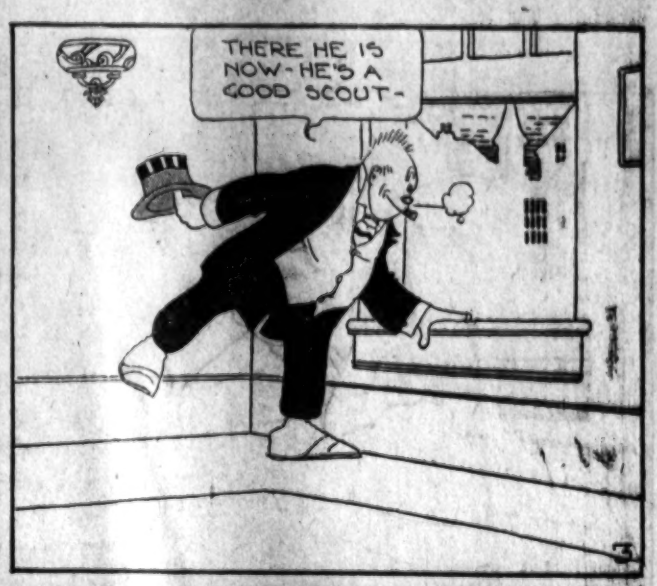
Comic Picture Section

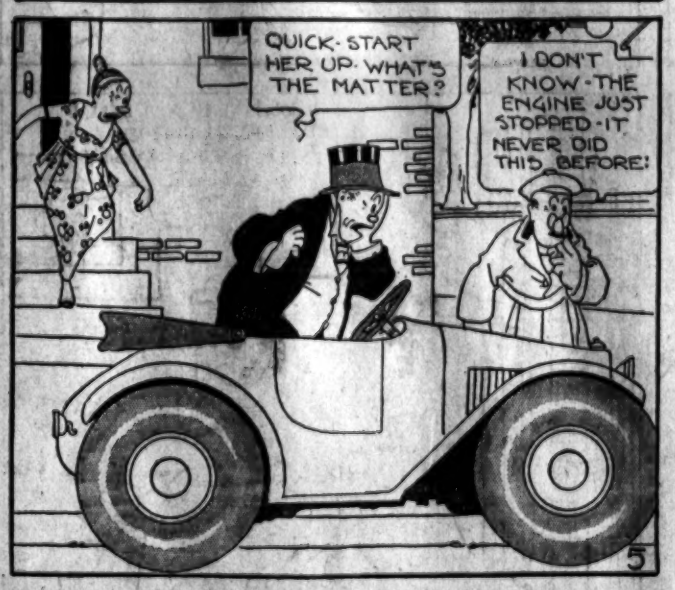
Sunday, July 4th, 1920

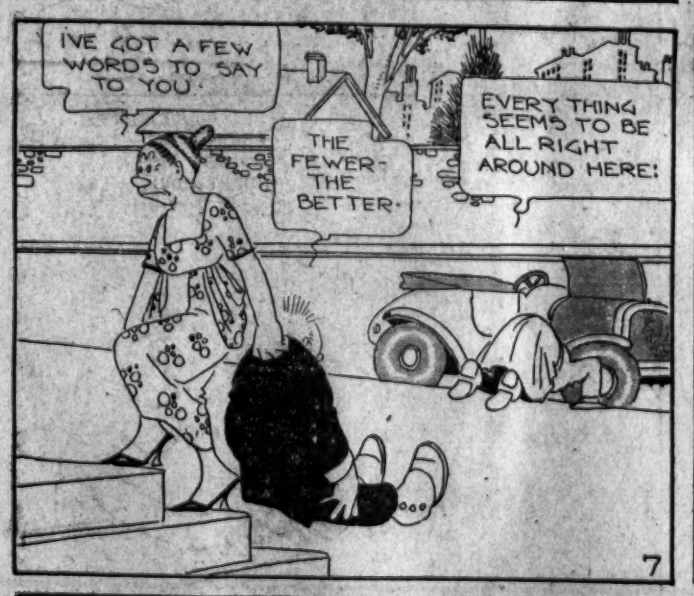
Bringing Up Father

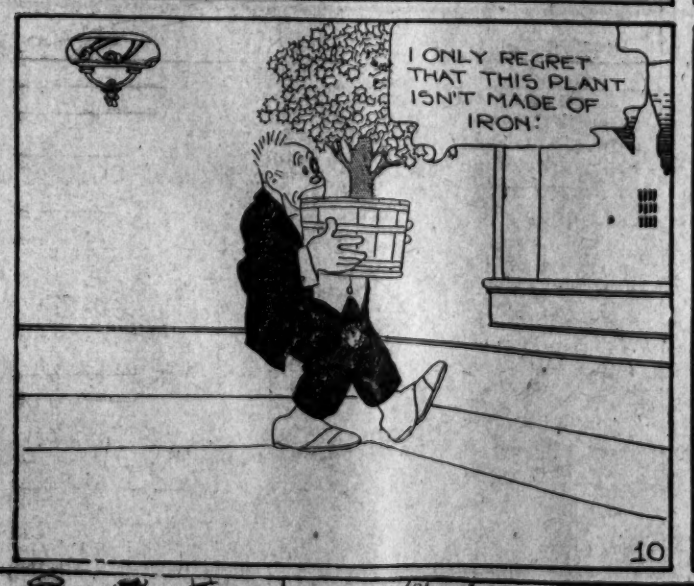
YES-I'M GOING TO LEAVE ON THE TWO O'CLOCK TRAIN-MY POOR HUSBAND WILL BE SO LONESOME-
I HOPE HE CALLS ON US WHEN HE HAS NOTHING ELSE TO DO:
STEP IN THE NEXT ROOM-I WANNA TALK TO YOUSE:
1

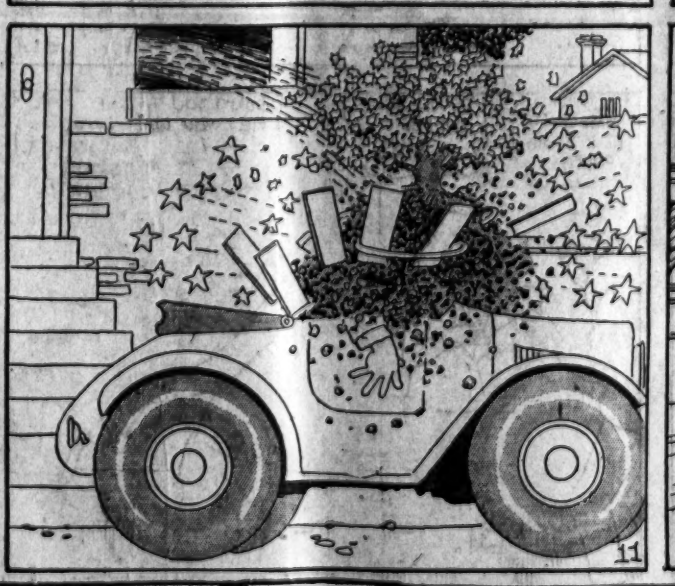
SAY-OLD TOP-AS LONG AS YOUR WIFE IS GONNA BE OUT OF TOWN-WOULD YOU MIND COMIN' AROUND IN YOUR CAR 'BOUT EIGHT O'CLOCK? I WANT TO SNEAK OUT-
SURE-I'LL BRING MY LITTLE RUNA-BOUT AND WAIT AT THE DOOR!
2











Cinderella Suze

HOW DO YOU LIKE MY SKATING OUTFIT MA ?
YOU LOOK SPLENDID DOTTIE.
SHE GOES SKATING AND GETS NEW CLOTHES AN' EVERYTHING AND ALL I GET IS MORE WORK
1

YOU'RE ALWAYS COMPLAINING SUZE.
YES. REMEMBER DOTTIE IS OLDER THAN YOU, AND WHEN SHE GETS MARRIED YOU'LL GET ALL THE NICE THINGS.
WHICH MEANS I'LL NEVER STOP WORKING.
2

'LO SUZE!
SAY WHY AREN'T YOU DOWN TO THE SKATING RINK. THEY'RE HOLDING A RACE FOR GIRLS WITH A $ 25.00 PRIZE.
WHY MARIE I DIDN'T KNOW ABOUT IT
6

YOU'D RUN AWAY WITH THIS RACE SUZE.
DOTTIE DIDN'T TELL YOU ABOUT IT- 'CAUSE SHE WANTS TO WIN IT HERSELF.
I CAN'T GO ANY-HOW- I HAVE TO FINISH MY WORK.
7

YOU WIN MISS SUZE HERE'S THE PRIZE.
THANK YOU- HELLO DOTTIE.
DON'T YOU HELLO ME. YOU WAIT UNTIL MOM CATCHES YOU FOR NOT FINISHING YOUR WORK.
11